

25 DECEMBER 1953

The Autocar

1/-

FOUNDED 1895

LARGEST CIRCULATION



FOUNDED IN 1897 and first called the Automobile Club of Great Britain and Ireland, this famous Club has since 1907 been known throughout the world as The Royal Automobile Club, and is recognised as the national motoring authority. Royal Automobile Club road signs, patrols and telephone boxes are a familiar sight on Britain's roads, and are part of a vast organisation which gives every kind of help to hundreds of thousands of motorists.

**This advertisement is one of a series featuring the world's leading Motoring organisations.*



A30 SEVEN

*New 2-door version of the world's best-loved car!
Takes four and luggage, fast
(up to 60) and economically.*

PRICE £335 plus £140, 14.2d. P.T.
4-door Seven **£355** plus £149.0 10d. P.T.

In the best clubs they recognise quality and say

AUSTIN—that's my car!



AWAY WITH OLD FASHIONED
METHODS—INSTEAD OF RELINING

replace

WITH GENUINE
GIRLING

BONDED BRAKE SHOES

7% GREATER FRICTION AREA

30% LONGER LIFE • NO RIVETS

NO SCORED DRUMS



ASK YOUR
AUTHORISED
GIRLING SERVICE
AGENT FOR
DETAILS OR
WRITE DIRECT
TO ADDRESS
BELOW

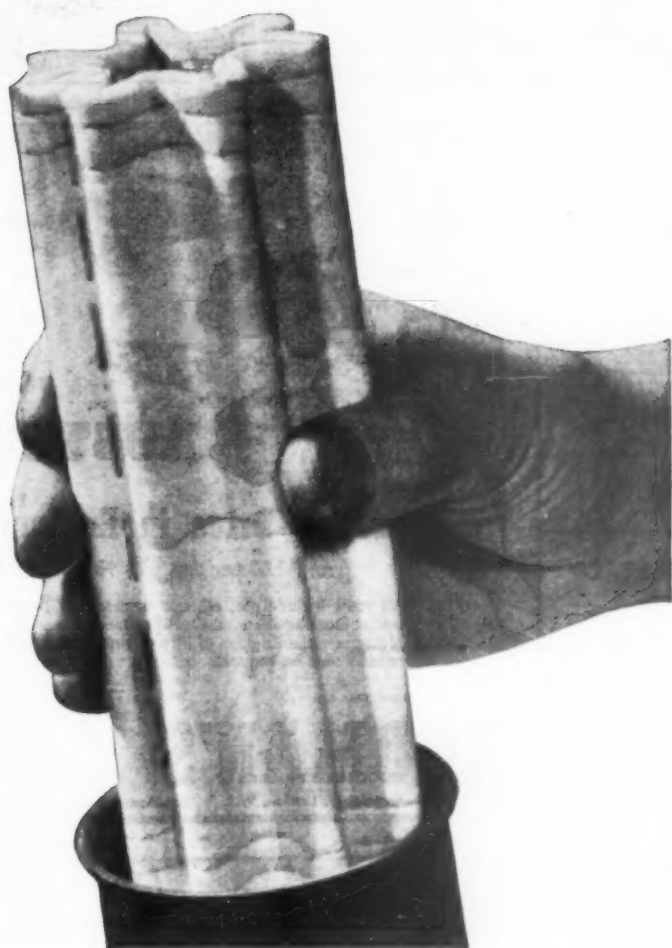
that's
GIRLING

THE BEST BRAKES IN THE WORLD

service

— *Way Out Ahead* —→

GIRLING LTD • KINGS RD • TYSELEY • BIRMINGHAM • 11



it's not
the most
efficient

**SIMPLY
BECAUSE
IT FITS!**

There's more to choosing an oil filter element than seeing whether or not it will fit. Especially where *Tecalemit* Oil Filter Elements are concerned.

It's true that *Tecalemit* Elements are, in themselves, a more effective safeguard against costly wear and tear; they have a higher filtering area, and their specially prepared felt retains abrasive particles as minute as 4 *microns*.

But, what is just as important, they are designed to get the most efficient service from *Tecalemit* Oil Filters! The relief valve of a *Tecalemit* Filter, for example, is finely adjusted to the efficiency of its correct *Tecalemit* Element.

Leading motor manufacturers fit *Tecalemit* Oil Filters as standard equipment. More than likely, one is fitted to your car. So, always make sure that you have the correct *Tecalemit* Element fitted—and you'll keep your repair bills down.

**ask at your local garage for
the correct *Tecalemit* element**



CAR HIRE SPECIALISTS



See every event in comfort



ROOTES

BRITAIN'S FINEST CARS



LOWEST WINTER TARIFF

BRITISH AND CONTINENTAL
TOURS ARRANGED

CHAUFFEUR DRIVEN OR SELF-DRIVE

CLIENTS MET AT DOCK OR AIRPORT



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for Self Drive in England

from \$2.80 per day, plus 9c per mile.

All rates include gas, oil, and insurance. Clients
met at Dock or Airport. Our illustrated brochure
giving complete details of hire of these and other
models sent on request.

Book early to secure your car.

TRUMAN'S

**GARAGES
LIMITED**

Arthur Court, Queensway, London, W.2. Telephone: Bayswater 6415 9

"... invaluable 'inside' advice
on how to make sure of passing
the driving test."

An essential book for all learners . .

By THE AUTOCAR Staff. This
handy little book sets the learner-
driver on the right road. In
simple, non-technical language
it states precisely what the
beginner must do in order to
become a fully-qualified driver.
Everything one needs to know
concerning the driving test itself
is given in its pages, and it is
packed with invaluable hints on
driving technique.

7 1/4" x 4 1/4" 32pp. 6th Edition.
From booksellers or from the publishers

1s. net. BY POST 1s. 2d.

The Autocar

GUIDE FOR THE



DRIVER

1.

6th Edition

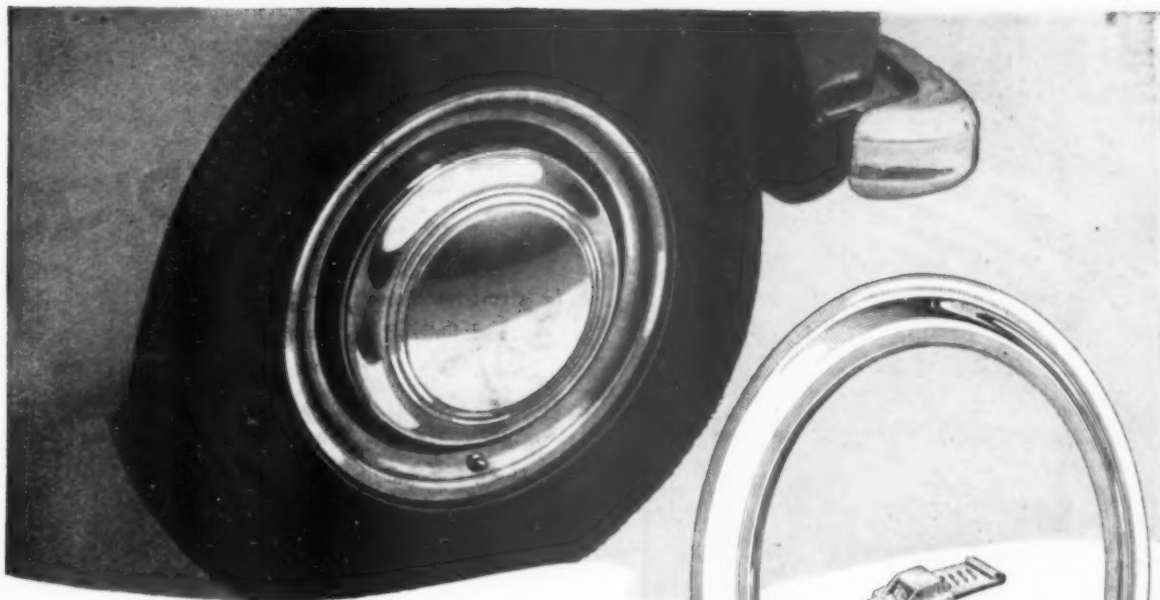
The Autocar Motorist's Diary, 1954

In addition to a week-at-a-view diary section and
liberal spaces for notes much valuable everyday
motoring information is listed, including: Britain's
main highways; Index marks; Mileages from
London; World records; Registration and Licens-
ing addresses, Speed table, etc.

Leather 5s. 10d. Rexine 4s. 1d.

Obtainable from booksellers and stationers.

Hiffe & Sons Ltd., Dorset House, Stamford Street, London, S.E.1



Note the elegance of this wheel fitted with a "Rimbellisher," and the fully accessible tyre valve.

This is the patent self-locking worm-drive fastener which attaches the rim to the wheel

And now, you can be proud of the wheels too...

If you pride yourself that your car looks as spruce as the day you bought it, you will like "Rimbellishers" because they will give it the finishing touch which raises it from the ordinary to the elegant. "Rimbellishers" transform the appearance of the wheels and the car—they help you to keep the wheels looking smart and they also simplify the task of wheel cleaning. They are very strongly made and, now that nickel restrictions are lifted, we are able to supply them with pre-war quality chromium plating. Ask your garage or motor agent to fit a set for you—you will be delighted with the new appearance of your car. If you have any difficulty in obtaining "Rimbellishers" please write direct to us. We also make wheel discs for current and earlier model cars—may we send you a catalogue?



RIMBELLISHER wheel trims

The name "Rimbellisher" is a Registered Trade Mark of Cornercroft Ltd and may not be used to describe any other wheel trim

★ Ace "Rimbellishers" cannot work loose or rattle—and they certainly cannot fly off. Each rim is attached to the wheel by 3 or 4 patent self-locking worm-drive fasteners which ensure a positive and 100 per cent. secure fixing.

ACE "SILVER PEAK" and "WHITE PEAK" number plates . . .

For your new car or to brighten-up an older model, you cannot do better than fit Ace—Britain's best number plates. They are made with die-cast aluminium characters in two styles—"Silver Peak" with anodic satin finish for durability and non-glare, and "White Peak" with a durable white finish. There is also the new Ace "Registrator" translucent rear number plate—details are given in our catalogue, free on request. You can obtain Ace Number Plates from any garage



CORNERCROFT LTD.

Ace Works, Coventry Phone: Coventry 64123 And
32 Clarges St., London, W 1. Phone: Grosvenor 1 46 ●



R/C171/1

Equip with KING DICK

In attractive fitted steel cases

and finished in crackle blue enamel,



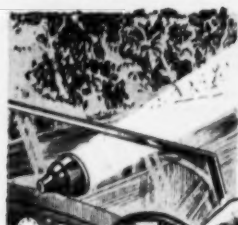
King Dick Car Tool Kits are
available for your particular

car. Illustrated leaflet listing the
correct Kit will be sent free on
request, or details may be obtained
from your local stockists.

Set No. TKM 617 as illustrated, is priced at
111/6 each.

Abingdon **KING DICK** LTD
ABINGDON WORKS • KINGS RD • TYSELEY • BIRMINGHAM 11 • ENGLAND

ACCESSORIES FOR THE MODERN MOTORIST



HELPHOS HAND-ROTATED SEARCHLIGHT

FINISHED
BLACK or IVORY
67/6
STATE 6v. or 12v.

- Simply fixed by suction to windscreen.
- All-round field of rotation.
- Extra high-power concentrated pencil-beam.
- Can be removed for free use and instantly replaced on windscreen.
- Finger-tip switch.
- Essential for instant reading of road signs.

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for Positive
Direction Indication

Flashing Signalators provide the most modern way of showing right and left hand turns. Fitting and wiring is perfectly simple. The equipment will give years of service and is absolutely complete.

Complete two Amber Signalator lamps (left and right front). Two red signalator lamps (left and right rear). Two flasher units. Indicator switch. Nuts and bolts, wiring diagram etc. State voltage.

Trade Distributors: H. LESTON, LTD.
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'Luxury Look' UPHOLSTERY COVERS

*Tailored to your
personal taste*

SEND NOW
for
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PORTFOLIO
OF ACTUAL
SAMPLES



Protect the upholstery.
Prevent "shine" on clothes.
Give your car an attractive
interior appearance — and
maintain its re-sale value.

USE THE COUPON NOW

To BLANCHFLOWERS "The Motor People," KETTERING.

Please send patterns and prices of your "Luxury Look"

Covers for my.....Car.....model

.....year

Name

BLOCK LETTERS PLEASE

Address

Autocar Dec. 55

**UNDERBODY CORROSION TAKES NO HOLIDAYS
—IT WORKS A 168 HOUR WEEK!**

**but you can protect your car for life
by having it sprayed with**

Flintkote

**UNDERBODY PROTECTIVE
COATING**

WELL KNOWN BY MOTORISTS IN FIVE CONTINENTS



Write for the name of your nearest appointed Flintkote Underbody Protective Coating Agent to
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ELLARD

SLIDING DOORS FOR EASE AND SPEED!

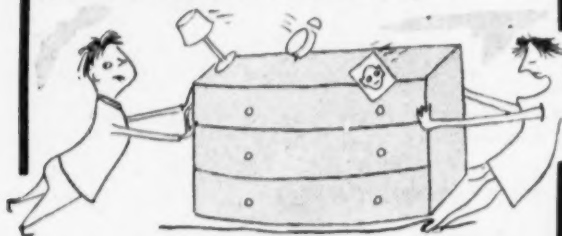
The illustration at right shows a private garage fitted with ELLARD "Radial" Sliding Door Gear. Sliding doors prove of great advantage to the private motorist. In addition to protection against damage to the car caused by accidental swinging of doors, valuable working space is gained by using sliding doors. Sliding doors are moderate in price. For a garage opening 7ft. wide, a set of ELLARD "Radial" Door Gear would cost approximately £8.5.6. For existing garages already fitted with hinged doors, conversion to sliding doors is usually a simple matter for the handyman. Also suitable for the larger openings of commercial and industrial garages, ELLARD "Radial" Sliding Door Gear is obtainable at most large ironmongers throughout the country, or direct from the manufacturers.



The old cumbersome hinged door, ill-fitting and awkward to handle, is entirely superseded by using ELLARD Sliding Door Gear. Easy access to and from the garage is afforded by the personal entry door.

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For your FACTORY also ...



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BATTERY

CHARGER



—charges 2v, 6v, and 12 volts at 1 amp.

Bringing your batteries to the peak of performance following periods of winter night driving or during garage storage. The metal rectifier incorporated ensures practically everlasting service, a 9 position selector switch gives a wide choice of charging rates.

Suitable for either bench or wall mounting.

Write for list No. 1045, giving full details of this and other Chargers in the Heayberd Range.

£4.17.6

F. C. HEAYBERD & CO. LTD.

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Telephone: Tideway 4646/7/8 Cables & Grams: Heayberd, Green, London

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Measham has a national reputation, gets the crowds, makes them comfortable, sets them bidding—for your car.



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Measham will arrange hire purchase, insurance, part exchange, and indemnify the buyer—of your car.

If you have a car to sell—send it to Measham!
Sales every Tuesday and Thursday—free travel to and from Measham—write for timetable.



Most cars - most people -

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for the sensational Mark VII

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record-breaking XK120 engine

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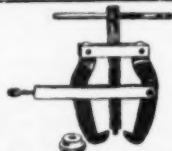
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TWO-LEGGED PULLERS
New, adjustable. Each 15/-



New Kent Moore Valve Spring Testers. 0-150 lb. and 0in.-6in. £1 each.



Unida "Major" Spray Gun. The "Major" Spray Gun is the last word in spray guns designed to work from your vacuum cleaner. Will spray Paint, Distemper, Cellulose, Insecticide, D.D.T., Fly Killer, etc. The Housewife's Labour Saver, and the Handyman's Necessity. A real bargain at 25/- each.



NEW ALEMITE GREASE GUNS
Push action with hydraulic snap-on nipple. Each 17/6



ILLUMINATED TRAFFICATOR SWITCH
for steering column, 6 or 12 volt. Each 18/6



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Petrol and brake pipe double lap FLARING TOOLS 3/16in. to 3/4in. O.D. Complete in metal case with full instructions. £1/5/0 each



STOP AND TAIL LAMP SETS

6 or 12 volt, Standard, 20/- per pair. De Luxe, 29/- per pair, Round Flush Fitting, moulded rubber body. Chrome Rim, 29/- per pair. Brake switch for above, 3/9 ea.

BATTERY CHARGERS

All 200/250 A.C. input. 3 amp. for 6 or 12 volt Batteries, 55/- cash or 14/9 deposit and 3 monthly payments of 14/9.

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EACH ITEM IS OFFERED WITH MONEY-BACK GUARANTEE.
Terms: Cash with order.
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Regency

SEAT COVERS

See for yourself the attractive Regency Range of materials and colours. Wherever you go you will see Regency covers adding style to cars and preserving their upholstery in immaculate condition. Our new model factory at Norwich is in full production to ensure prompt supply of your choice from Regency's wide range.

 *Regency*—the first name
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Plain colour Melton Cloths, Tygan Plastic Check Weaves, Authentic Scottish Tartans, Heavyweight or Mediumweight Bedford Cords, Nylon, and the new wonder material—"Regentex"—all attractively piped in contrast colours.

The name Regency is registered—do not accept substitutes.



Actual photograph

"Regency Covers your car seats better"
Obtainable through good garages—anywhere!

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for Prices
& Patterns*

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ADDRESS _____

MODEL _____

YEAR _____

REGENCY COVERS LTD., 169 Great Portland Street, London, W.1

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"GRIFF" FOR GRIP

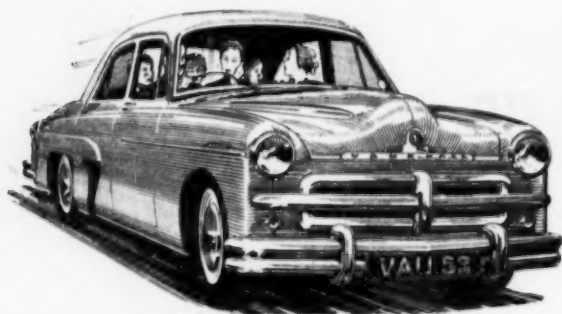


There is a GRIFF Chain for every type of road wheel. Long non-skid chains are available for private cars, commercial vehicles and farm tractors; and grips for easy-clean and disc wheels. Supplied through your local garage.

"GRIFF" NON-SKID CHAINS

John Griffiths & Son (Griff Chains) Ltd., Cradley Heath, Staffs.

Phone: Cradley Heath 69415/6.



Your new VAUXHALL

You'll be proud to own a Vauxhall! We invite you to discuss delivery of your new model and details of servicing by our factory trained mechanics.

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seat covers... that's sensible...

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Send coupon below for full details.

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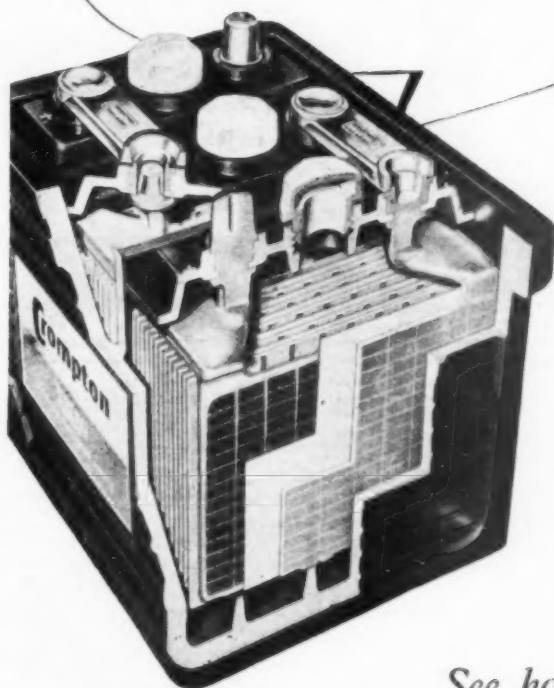
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yet costs no more

HERE is the most advanced car battery you can buy today. It includes not only many refinements but also an improvement in the actual plate, the vital part of the battery where the power is generated. It means greater power and longer life. Crompton is the new name for the famous Young battery.

See how it leads

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- 'Dri-Stor' micro-porous separators for long life and maximum performance.
- Tough, shock-proof, hard rubber containers.
- New finger grip vent plugs for easy removal.
- Larger connector bars for higher starting voltage.

AND THE BEST GUARANTEE

The new Crompton 2 year Guarantee Plan is the most generous ever given for a standard car battery.

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WITH THE 5 EXCLUSIVE
SMOOTH-RIDE FEATURES

- 1 $3\frac{1}{2}$ times greater shock-absorbing capacity.
- 2 No frothing or aeration snags.
- 3 Operates in any position.
- 4 Much lighter.
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FOR TAILORED
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COACHBUILDERS SINCE 1760

To ARTHUR MULLINER LTD., BRIDGE ST., NORTHAMPTON

Please send patterns and prices of your TAILORED Covers

for my Car Model year

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NOW AVAILABLE WITH UP AND OVER DOORS

MULTIPLE GARAGES FROM
\$55 PER GARAGE



An unequalled investment. Any
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Up and over or hinged alu-
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dimensions 15ft. 6in. or 14ft. 6in.
x 7ft. 6in., clear height of
6ft. 3in. or 7ft. 9in.

BATLEY CONCRETE GARAGES

SINGLE GARAGES From **\$46** or 9/3 Per Week

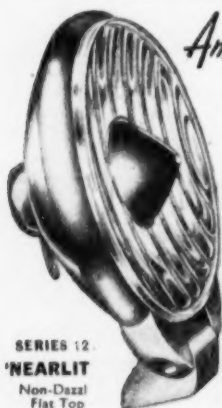
Range suitable for all cars. Easily erected pre-cast concrete
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SERIES 12
'NEARLITE'
Non-Dazzle
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Announcing **NOTEK'S** Newest contribution
to **SAFE DRIVING**

Styled to match the classic lines of the modern car with its limited frontal space.
The Nearlite and Farlite have been specially designed to produce a degree of
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All Chrome, £3 8 0 complete.

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- Both models are $2\frac{1}{2}$ " deep only. (5½" diameter)
- Low current consumption



'155' The Famous "Master" Blue Spot Models.

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OTHER PRODUCTS INCLUDE: TWIN REAR LIGHTS, REVERSING LAMPS,
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SERIES 125
'FARLITE'
Pencil Beam
Herdamp



In the recent 6,500 mile Australian Reliability Trial, out of 192 entries only 72 cars finished.

11 Peugeot "203"s were entered; 10 finished. Cars identical with the Peugeot "203"—outright winner—are available here now.

Price £695. P. Tax £290.14.2. Including heater. Deliv. ry 3-5 weeks.

203 Peugeot

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HUDDERSFIELD 3311.

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CHELTENHAM 4596.

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Phone: Grosvenor 3673/4



^{fuse} PAK UP YOUR TROUBLES with a Remax Fuse Pak

Don't be caught again, carry a Remax Transparent Pak with you everywhere.

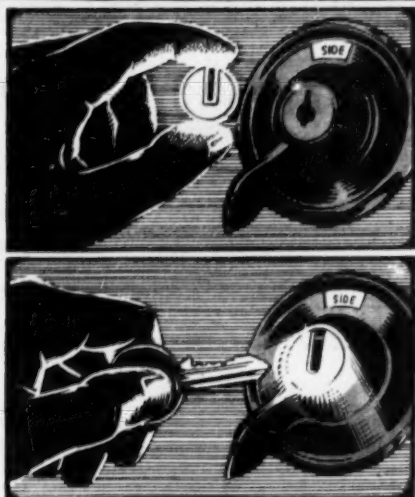
Five Fuses, mixed amperages to suit **your** car.

Red Pak	..	1928/1940 models.
White Pak	..	1944/1949 models.
Blue Pak	..	1950/1953 models.

From all good Garages and Service Stations.

Remax FUSE PAK

SEE where to put your key



CAR-KEYLITE

Adheres to all Ignition, Door and Boot Locks. Manufactured from light emitting radium-active compound. 7-8 years life. 2/6 from your Accessory garage.

Manufactured by the RADIUM LIGHT CO., LTD.
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ANTI-DAZZLE GLASSES

The most remarkable bargain ever offered, WORTH EVERY PENNY OF 60s. The perfect safeguard against Headlamp glare and a great aid in fog, darkness and half light. Frames are of highest quality, heavily gold plated. Lenses dispensed to exacting optical specification, offered at ridiculously low prices of

14/6 PAIR
P.P.P.L.

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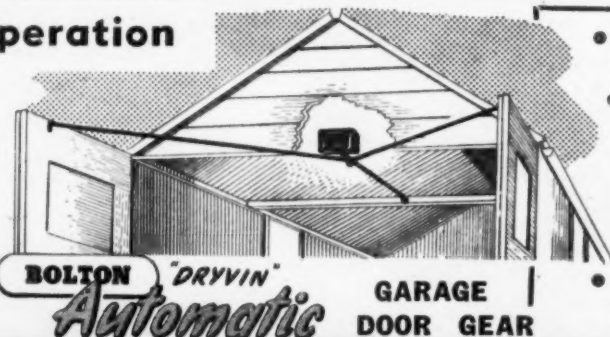
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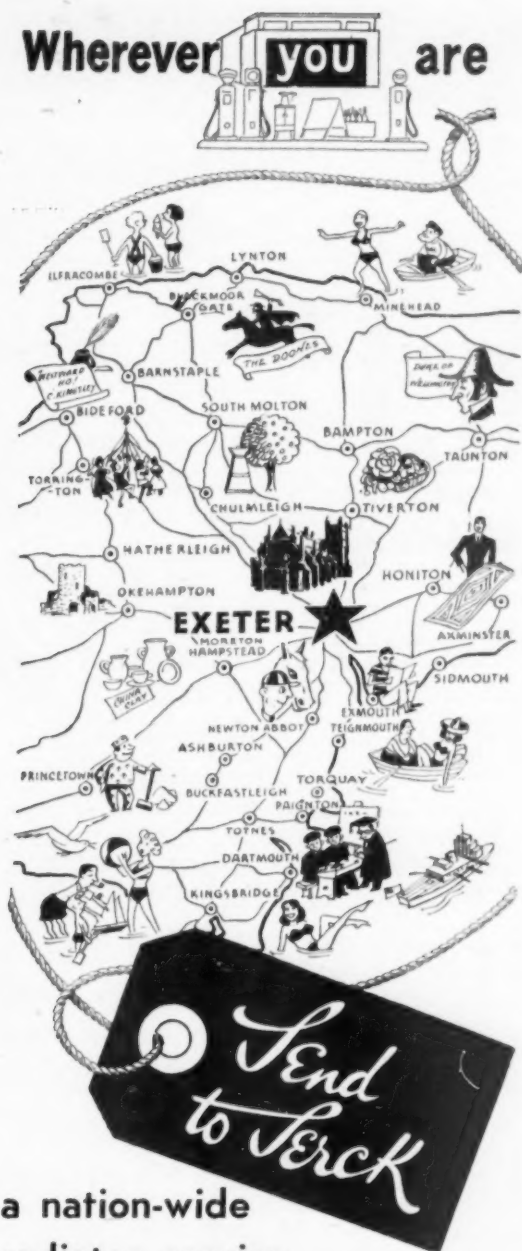


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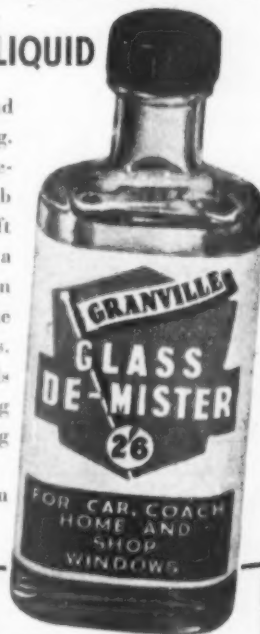
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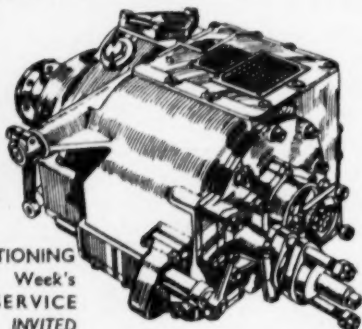
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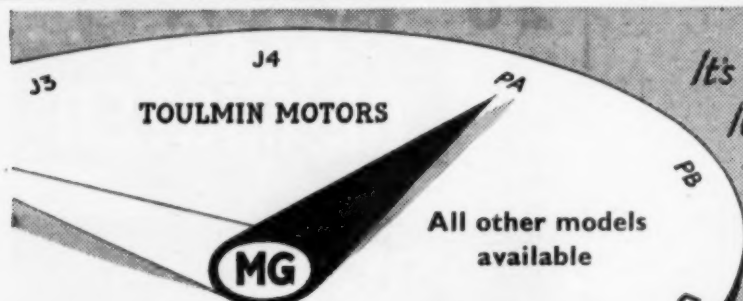
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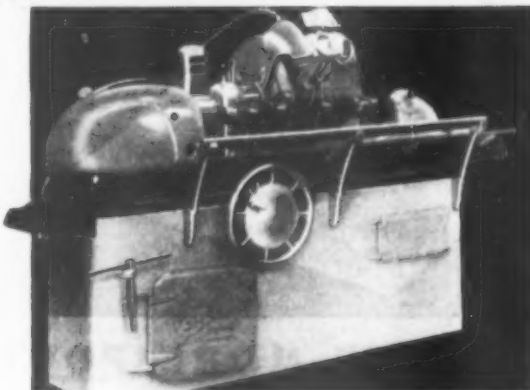
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Telegrams: Autocars, Sedist, London.
Telephone: Waterloo 3333 (40 lines).

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The Autocar

FOUNDED 1895

No. 3030

Friday, 25 December 1953

Vol. XCIX

Goodwill Survival

IT would be folly to argue that the goodwill amongst motorists which existed in the early days has survived on any large scale the frustrations of conditions today, although the hope that it could speedily return is encouraged by the camaraderie that exists amongst British motorists abroad and even in the remoter parts of Britain. Nor could we utter any appeal for an increase in goodwill on the road with the slightest hope of success at this juncture; it is not in a human being to think kindly of another whose very chance of progress is to compete for every inch of highway space. That is why our comments on road safety propaganda are mostly disparaging; such well-meant efforts in the main afford dilatory politicians with a face-saver.

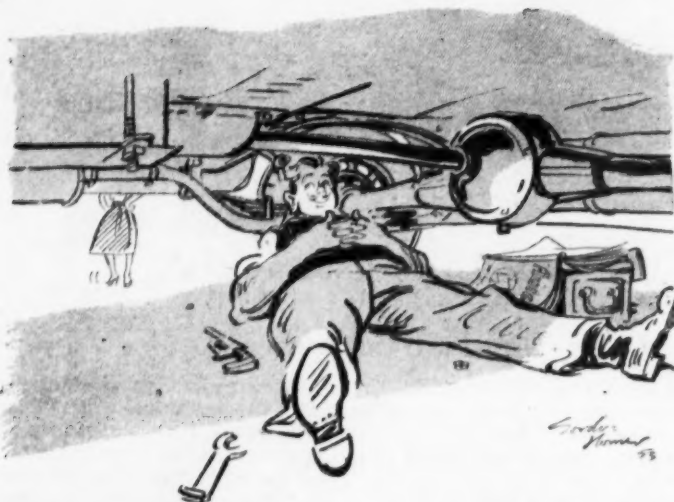
We can, however, legitimately claim that the comradeship of the early days lives on amongst the readers of a motoring journal. The vast majority of letters it receives are couched in the terms used between friends, and even in published controversies the passion shown is that for accuracy; it is not polemical. Thus the annual occupation of this space for the purpose of wishing readers of *The Autocar* the happiness that is implied by the original Christmas wish of peace on earth, goodwill towards men is a gesture of complete sincerity. In times when agreement on the major issues seems almost impossible of attainment, it is no little consolation to find that a comparatively minor enthusiasm can provide a strong and continuous basis for friendship.

Multiplicity Dangers

IT is time to draw attention of the authorities once again to the dangers implicit in pedestrian crossings at multiple junctions. All the big cities of Britain have major junctions at which the traffic conditions tax the abilities of the vehicle driver to the utmost, and, as congestion increases, so does the strain of coping with traffic streams from three or four directions, controlling lights with or without filter arrows, supplementary police signals and directional indications. Vehicle to vehicle collisions at such junctions are frequent, itself an indication that the capabilities of some drivers have been overstrained.

Across such maelstroms of civilization the authorities throw the chequer pattern of the zebra crossing, on the grounds—superficially commendable—of solicitude for the pedestrian; certainly pedestrian traffic at city multiple junctions is usually considerable. But the attitude of mind that launches a pedestrian into this troubled sea is curiously limited, for the normal road dangers are immensely increased. The judgment of the average walker in simple conditions has been shown to be excellent; he will make a straightforward crossing of a main road according to the book. But on multiple junctions he is lost; even more than with drivers, the mental effort of time and distance calculations of fast-moving traffic proves exclusive of the ability to perceive all the other dangers at such places. Moreover, where such pedestrian crossings are about thirty yards from a traffic light and within the area of feeder roads and islands, there is doubt as to how far they are light-controlled. The chequered road marking, even supposing that it is clearly visible, reminds too few drivers that crossings so marked are *not* light-controlled; there are too many road laws to be remembered. And a green light within sight of a pedestrian crossing is an invitation to danger as well as to the waiting driver.

Rights and wrongs notwithstanding, the attention of drivers at such junctions is fully occupied; at arenas like Edinburgh's West End, Manchester's Piccadilly, or Vauxhall, London, it is often more than fully occupied, and drivers are forced to proceed with the stream of traffic hoping against hope that they are doing the right thing and that they will ultimately emerge facing the right way. To encourage pedestrians to cross the road at such places is folly. They should be securely fenced away, so that a gentle but wise physical control forces them to take the extra few steps to a point where their lives are less in jeopardy.



"His favourite haunts."

BE CAREFUL WHEN YOU
STUDY AN ACCESSORIES
PAGE

By MICHAEL BROWN

Ride in a CHRISTMAS

AS I remember Smith he was a man who was useful with his hands; the kind to whom one appeals when the work to be done on the car is a matter of chassis rather than body—the part where the grease is, in other words. "I say, old man," we would remark with the warmth of many years of cordial indifference in our voices, "aren't you the expert on broken leaf springs?" And before you could say torsion bar, Smith was under the car, his boot-soles vibrating as he smote the defaulting spring, leaf, eye and shackle.

That was some years ago, and then manufacturers grew tired of the exploits of Smith under the chassis of their cars (this was the era when they became ashamed of the "soft underbelly") and lowered the ground clearance. Smith, who feeds as well as most motorists (can you manage bacon and eggs—it's only half-past eight?), was shut out from his favourite haunts and there were earnest discussions about what to do with Smith. His viewpoint had been so long that of the worm that it was no good trying to interest him in gardening; he was on the side of the enemy, as you might say. He would stand moodily on the square of concrete in front of his garage, mournfully contemplating a vehicle on which he could do little more than pump up the tyres.

Exile

And then came the war, and Smith adjourned to the Western Desert to live a somewhat ascetic life tinkering with barbarous machinery which possessed tracks instead of wheels—that is, they were believed to, but no one ever saw them less than thigh-deep in sand. He came back with such a revulsion for the starker forms of ironwork that the 30-98 which might have been his salvation produced in him only a shudder. At the same time the instinct of the mucker-about was there, and as Satan finds work for idle hands to do, Smith was in danger of becoming a cracksmen. Classic example of the tragedy of war, you notice; a motorist in need of rehabilitation.

As luck would have it, rehabilitation came his way in the form of a job with an accessory firm—travelling salesman. He took to it as a Dellow takes to a watersplash. The rest of us, en route for this and that in the way of a dice, would see Smith happily erecting shelves round the walls of his garage. You would just about get time to fire in a protest over the results and another couple of shelves would be filled with stock-in-trade; he slowly became submerged in fog lamps, spot lamps, screen sprays, heaters, number plates, roof racks and bottles of fancy-coloured liquids which

cleaned everything from the undersides of wings to the oversides of roof fabrics. I last saw him about 1949.

That is, until the other night. He called at my office and offered me a lift home, and I walked with him down to the car. We thrust our way through seventeen white lights facing forward and I reached for the door handle. There wasn't one. Smith gave a chuckle, touched something and the door flew open. Unnerving, but I got in.



"Tinkering with barbarous machinery."

The door slammed behind me. A fan began to whirr, warm air circulated through the car and a radio announced that Constantinople had become Istanbul. It was, apparently, nobody's business but the Turks; but it seemed that it had to be ours.

Smith fumbled with the fascia, gave a couple of pumps at a hidden handle, and pressed the starter. "U.c.l.", he remarked. "Really?" I said, hoping against hope that I was on the right beam. "It does get troublesome at this time of the year." I thought he sounded a bit puzzled as he let in the clutch. The car ran straight across the road and thumped gently against the opposite kerb. I wondered what to do. "Not much lock on these," I said. "Steering wheel thief lock," he replied a little curtly. "I forgot to undo it."

He turned the steering wheel to regain his correct side of the road and the horn blew. "Neat, eh?" he asked.

"Entirely automatic." I was to get a little tired of the fact before the end of that ten miles, but agreed amiably enough. Smith donned a pair of yellow glasses and some electrically warmed gloves and peered closely through the screen. He gave a thump at a control under the fascia and there was a dual squirt of water on the outside. The wipers swept to and fro. Smith gave a sigh of relief, shifted his vision a little down and to the right, and then changed from first into second. I noticed that he had one clear corner somewhere between the wires of a defroster, the green rectangle of a vizor and a transfer showing all the road signs to be met with this side of Constantinople which had now become Istanbul because of those rascally Turks.

I once had a passenger in a fog who thought that the cat's-eyes were the head lamps of cycles that I was running down in my nocturnal passage. I can understand the misapprehension, because all round the bonnet of Smith's car were lights. There were big lights, little lights, well-defined lights and ill-defined lights. Red lights, green lights, amber lights, flashing and otherwise. As there were no crunches I peered anxiously out trying to identify the source of these over-proximitous vehicles (if I may use the term). The



"Peered closely through the screen."

on the brakes, whistled softly, accelerated and rammed them on again. I retrieved my stomach. "Eighty-seven," he said. "That's about one point eight litres per ton mile, and that means an equivalent gradient of one in twenty-four. Not bad."

"But I thought it was 48 degrees," I objected. I felt a withering look reach out from his side of the car.

"Tapley," he remarked.

Now this was right up my street, because I live not far from Maidenhead. "Smith," I said, "we are proceeding up the Edgware Road and are nowhere near Tapley, Slough, West Drayton or even Yiewsley. If it isn't too old-fashioned, have a look at the map."

"My dear chap," he said, "a motorist who is not sufficiently clued up to recognize an accelerometer when he



"Thought that the cat's-eyes were the head lamps of cycles."

answer was, of course, that the front of Smith's car was like a hall of mirrors. So was the inside as far as that goes, and I realized that the peculiarities of vision through my side of Smith's screen were merely because most of the time I was looking into one mirror or the other. As cars came up on us from behind, Smith would briskly run a hand round in front of my face (rather like a hypnotist), clicking all the mirrors down into an anti-dazzle position: it reminded me of an old game I used to play of standing a set of dominoes on end so close to each other that when the first fell down it was followed by the lot.

"North 35 West."

I started. "S.W.11," I replied, wondering just where he did live nowadays. "No, no," he said impatiently. "Check the compass." Sure enough, down in the region of my knee there was a small compass, its needle oscillating wildly as the radio fought the dynamo for control, while the chassis exercised a bit of mass influence. So far as the needle said anything, it said half-past four, or, if you prefer it, anything between five and fifty miles an hour. "Well," said Smith, "what about the ambient?"

I would say that the Edgware Road is about one in twenty-four, but Smith did not seem to agree. He pointed to another dial by my left ear and touched a switch which threw a light on the dark subject. It was about 48 degrees as near as Fahrenheit could get to it. Smith logged it on a little pad attached to the steering wheel. He rammed

sees one is not fit to be on the road. You are back in the dim ages when getting from one place to another by car was an heroic but unscientific exploit accomplished only after much labour. Nowadays we have taken the hard work out of it. Accessories, you might say; I prefer the term instrumentation, for it is the work in my field" (there was conscious pride in the pronoun) "that has rendered car driving as reliable as night flying. While you grope your way home with the aid of four cylinders and premature ageing owing to the risks you run, I and others like me sail serenely to our garages assisted by a body of men who have done much to make motoring what it is today."

It was magnificent, though whether it was motoring or gobbledygook I never got round to deciding, for at that moment we went aground on an island. As the inevitable policeman approached I slid gently out of my side door.

"Smith," I murmured.

"Yes?" he queried defiantly.

"You forgot something."

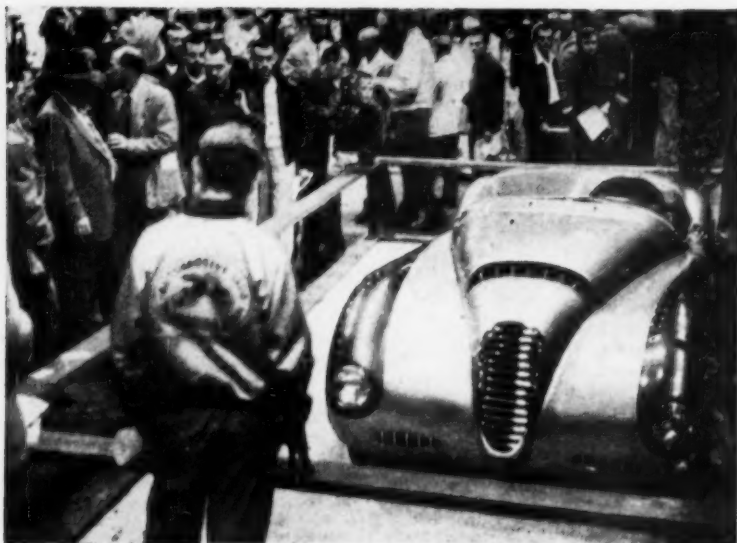
"What?"

"An echo-sounder," I retorted, and shut the door.

I thought that game and set were mine until I went round a fortnight later to see what sort of a job they had made of the repairs to Smith's car. Where I had sat was a grey metal case with a large black dial over which a light spot kept flickering. Smith's car was standing in two fathoms, but as there was no longer room inside for anyone but Smith I don't think it will matter.



"As the inevitable policeman approached."



Typical of the more interesting exhibits at the Los Angeles Motorama are these two cars, photographed by *Motor Trend*. In the top illustration the standard Jaguar XK120 lines are not entirely missing, but one of the increasingly popular air scoops is incorporated in the bonnet. The body also has air vents for the front and rear brakes. The Woodill Wildfire, seen below, is based on Willys components and is one of the popular "ready made" Fibreglass-bodies for sports cars.

Road Patrols at Christmas

CHRISTMAS Day and Boxing Day in England, Wales and Northern Ireland will again find the roads without the usual R.A.C. scouts on patrol. In Scotland they will be off duty instead on New Year's Day and January 2.

NEWS

Touring in Germany

IN an effort to provide useful information for tourists, the German Tourist Information Bureau, 6, Vigo Street, Regent Street, London, W.1, has available on request a new booklet called *Motoring in Germany* and a leaflet called *Camping in Germany*. Both are of value to those with the appropriate interests.

Zurich Car Ferry

APPROVAL has been given by the Minister of Transport and Civil Aviation to a seasonal winter sports air ferry for cars and their passengers between London and Zurich, which will be run by Silver City Airways. During January, February and March the new ferry will operate once a week in each direction, leaving Blackbushe airport on Saturday mornings at 8 a.m., and Kloten airport, Zurich, at 2.30 p.m. on Sundays.

50 per Cent for Export

AT the 58th annual general meeting of the Rover company held recently in Birmingham, Mr. H. Howe Graham, F.C.A., the deputy chairman, said on behalf of the company's chairman, who was absent through indisposition, that well over half the total turnover of the company was export business. Last year's record figures for turnover and the actual number of vehicles sold were improved upon during the past 12 months. He said that there still appeared to be a large unsatisfied demand in countries overseas and the company's export difficulties were mainly owing to restrictions imposed by other countries.

Mr. Graham said that development work on gas turbine engines for cars and for industrial purposes was continuing and the company expected to start producing shortly a small engine of this type for industrial uses. He added, however, that the development of the gas turbine car had not yet reached the stage at which production on a commercial scale was practicable.

Import Relaxation

ACCORDING to a proposal by the Swedish Minister of Finance car imports into Sweden will no longer be subject to the 11.1 per cent excise duty. This will mean a reduction of about 10 per cent in new car prices.

£7,500,000 from Denmark

AN arrangement concluded last year between the English and Danish Esso companies, whereby the Danish company purchased a substantial volume of petroleum products from the Esso refinery at Fawley, near Southampton, is to be continued.

This means that during 1954 about 700,000 tons of petroleum products, valued at about £7,500,000, will be bought with Danish currency.

Cross-Channel Traffic

BETWEEN 1928 and September, 1939, traffic using the Dover car ferry increased from 6,000 to 31,000 vehicles a year. Since the war the increase in traffic has been so great that during the ten months from January to October, 1953, no fewer than 119,000 vehicles were carried. This was made possible partly because the new car ferry terminal opened last June.

A.A. Secretary Retires

THE A.A. is about to lose its secretary, Mr. W. V. H. Gibson, who is to retire. As from January 1 the new secretary will be Mr. K. L. Kelly, who is at present deputy secretary.

Canadians Buy More

CANADIANS bought 20 per cent more new cars in August than in the corresponding month of last year. The value of cars bought was up by 25 per cent. The increase in the number of cars occurred despite a price increase of about 10 per cent.

Nottingham's Oilfield

A SITE has been chosen by the prospecting subsidiary of the Anglo-Iranian company at Plungar, near Nottingham, for the drilling of a second test well. It will be 1,000 feet away from the first well which produced a quantity of oil at about 2,820 feet. Drilling was continued in the hope that more oil would be found at a lower depth, but tests proved the presence of water only. Pumping equipment is now being installed to produce from the 2,820 feet reservoir.

It is felt that, although the lower reservoir produced water in well No. 1, it may be oil bearing in the new well.

Standard Chairman

AT the 50th annual general meeting of the Standard company, held in Coventry recently, Mr. C. J. Band, chairman of the company, announced that Sir John Black had consented to accept chairmanship in his place in addition to his present office of managing director. Mr. Band said that he was satisfied that he had made the right decision in deciding to resign and that it was in the best interests of the company that a younger man should fill the position. Mr. Band, who has been associated with the company for 40 years, will continue to serve on the board. He said that Sir John was fast recovering from the injury which he had received in a recent accident.

At the meeting, the resigning chairman said that although £1,296,667 was provided for depreciation of fixed assets and so on, the balance from trading was slightly up on the previous year, the net profit after taxation showing an increase of more than £100,000.

Every Christmas the various Lucas factories are decorated with illuminated Christmas trees such as the one illustrated, which stands proudly on the bridge which connects two of the large blocks of the Great King Street headquarters in Birmingham.



and VIEWS

Manchester Rejects Meters

BY a majority of nearly three to one municipal electors in Manchester defeated a proposal in a corporation Parliamentary Bill to install parking meters. Speakers contended very rightly that the installation of meters was no solution to the city's parking problem. Reference to these devices was made in a leading article in *The Autocar* last week.

German Production

ACCORDING to an estimate made by the Association of German Car Manufacturers the total output of cars and commercial vehicles in Germany during 1953 should be approximately 480,000. Commercial vehicles are expected to account for a quarter of the total, and exports should reach 150,000 units.

Total production in 1952 was 427,000, which included 110,000 commercial vehicles. Exports totalled 137,000 units.

Cheaper Car Freights

IN an attempt to develop tourist traffic between Great Britain and Ireland, a cut will be made next April in car freight charges as an experiment. During the month the fares will be down to three-quarters of the full rate for return journeys provided that no fewer than two adult fare-paying passengers accompany each car in both directions and that the vehicle travels by the same route on outward and return journeys.

Vehicles from Germany

BRITISH and German delegations have completed their discussions on trade arrangements for 1954. Many items covered by bilateral agreements had their quotas increased, but imports into Britain of German passenger cars are to be continued at the same level as in 1953, although provision has now been made for £250,000 to be spent on the importation of commercial vehicles from Germany.

Australian Refinery

CONSTRUCTION is expected to begin early in 1954 on Australia's first catalytic cracking units, which will be at Geelong refinery, near Melbourne. The refinery is scheduled for completion in about the middle of 1955, when it will have an intake capacity of 650,000 tons.

Rootes in Canada

IN Canada the appropriate branch of the Rootes Group has announced a price reduction on Hillman Minx cars of 56 dollars (about £20). The managing director of the Canadian company said that the price reductions had been made possible by increased sales.

Road Statistics

A COMPREHENSIVE collection of tables containing statistics relating to roads and allied subjects has been published under the title *World Road Statistics* by the International Road Federation, Ltd., 18, South Street, London, W.1. It covers some 75 countries and makes reference to road traffic, finance, taxation, and so on, in addition to vehicles in circulation, road expenditure, vehicle density and minor items. Copies may be obtained from the I.R.F. for 12s 6d, including postage.

Canadian Show

BRITISH cars will predominate in the automobile section of the Canadian National Sportsmen's Show to be held in Toronto from March 12 to 20, 1954. Among British manufacturers, or their Canadian subsidiaries, who have already taken space are Austin, Rootes Group, Standard, Ford (of Dagenham), Vauxhall, Morris and Singer. The only non-British manufacturers to have taken stand space so far are Volkswagen and Nash. There will also be a number of accessory and component manufacturers displaying their products, including Lucas, Smiths, Dunlop and Tecalemit.

Oil from Persia

EARLIER this month the Anglo-Iranian company stated that informal talks were taking place in London between representatives of several oil companies on the problems likely to be involved if and when oil should once again flow in Persia.

A statement made by the company said that "the sole purpose of these talks is to explore on a tentative and hypothetical basis the problems involved if and when Persian oil should flow into its traditional Eastern Hemisphere markets."

Transmission Brake

SATISFACTORY laboratory and field tests have been carried out by the Chrysler corporation on a transmission hand brake which is now in use on all Dodge, de Soto and Chrysler cars equipped with automatic transmission. It is of the internal expanding type, basically similar to an orthodox road-wheel brake, and additional safety claims are made for it because it is entirely independent of the ordinary wheel brakes operated by the usual pedal. Linings are bonded to the shoes, which are mechanically operated on the self-wrapping principle.

Racing Relief Fund

FORMED to assist in cases of hardship which might arise as a result of a motor racing accident, the British Motor Racing Relief Fund is worthy of support. Trustees are Mr. Wilfrid Andrews, Dr. J. D. Benjafield, Lt.-Col. A. T. Goldie Gardner, Earl Howe and the Duke of Richmond and Gordon. The committee of management comprises personalities well known in the sporting world—K. A. Gregory, Barclay Inglis, H. J. Morgan, D. J. Scannell and A. K. Stevenson, O.B.E.

The fund is recognized by the Commissioners of Inland Revenue as a charity, and donations can therefore be made to it under a seven-year deed of covenant, which enables the fund to recover income tax on the amount so paid. Specimen copies of such a deed of covenant will be supplied on application. However, all donations will be welcome, and will be acknowledged individually. The address is the British Motor Racing Relief Fund, 4, Park Lane, London, W.1.

Disconnected Jottings

BY THE SCRIBE

Drawing by Barry Appleby

Loving Murderers

MY reaction to Mr. Henry Spurrier's lecture to the Institute of Transport the other night (it was the annual Henry Spurrier lecture instituted in memory of the Leyland managing director's father) was to recall Oscar Wilde's lines about each man killing the thing he loves. Mr. Spurrier, as well as readers, might legitimately ask what on earth the *Ballad of Reading Gaol* has in common with buses, so it is only fair to explain.

A point in the lecture was that the bus as known today has reached the end of its useful life. The driver has a heavy, tiring and cumbersome conveyance to handle, whereas his work could be made easy by power-assisted steering, fully automatic transmission and single-pedal control. The user would appreciate better seating, and suspension, air conditioning, and complete silence. As vintage and veteran car fans will probably realize, this is the point of no return for a conveyance, and cars as well as buses may have reached that point.

Precedents

YEARS ago, the sailing ship was supreme, and getting them across the oceans was a skilled, hard, and often hazardous task. Man wanted to go one better and he did, to the tune of steamships, whereupon sail died except in a sporting context. Man wanted to go one better than the horse, and that, too, died, except in a sporting context; and the same applies to hunting, shoot-

if you wish to master them, and it is a long time before the more modest driver will venture to say, even to himself, "I really can drive." There is a clue here to the fun in motoring. The car has to be overcome by its driver, and thus is imbued with spirit; and mankind, being animal in origin, enjoys a fight. No one loves a yes-man.

Road to Ruin

THERE are two kinds of mastery in driving. One is the complete control of the machine as a mechanism, evinced in the almost imperceptible operation of controls such as clutch and gear lever, the other is complete control of the car as a moving mass, evinced in the precise judgment of speed and distance. Clutch and gear lever, in the interests of "progress," are, we are told, doomed to disappearance, leaving us with throttle and steering wheel, with brakes as incidentals, and traffic conditions are such in most areas that the speeds at which modern cars operate are so low in comparison with their capabilities that the car as a moving mass never approaches the point where it can threaten to challenge the driver's control. What is there left? In my submission what is left is on a parallel with the tram, and if there is anything inspiring about driving a tram I should like to hear about it. There is a lot that is inspiring about driving a car, and there was still more that was inspiring about driving the great cars of the past.

Gradation

"THEY said all this when synchromesh appeared," remarked a motorist with whom I was arguing this point of view. Perhaps that was, indeed, the start of the rot, for there must be a certain amount of gradualness about the process. Yet there does seem to be a quite precise spot at which a pastime ceases to be enjoyable and becomes a mere chore. Can anyone remember the kick one got out of tuning in 5GB on an old one-valve set in the early days of radio, holding the breath and bringing the reaction coils closer and closer to oscillation point? Is there any comparable kick in pushing the button for the Home Service? Nothing that is easily come by proves to be worth having, and I reckon that when all you have to do to drive a car is take a seat, press a pedal and steer, the car will be relegated to a household appliance with as much soul as a gas stove. Then vintage and veteranery will really come into their own, for all of us who are enthusiastic about cars and driving will automatically demand cars with gear boxes and

clutches, as the sporting sailor demands a certain rig to his dinghy today. True motoring will become a pure sport, having little or no contact with the A to B stuff.

It Has Happened

ANYONE who doubts this thesis might look across the Atlantic, for over there something of the sort has already happened. Being a materialistic nation, the Americans accepted the car as a means of transport and let it go at that, but now, all of a sudden, there is a desire to experience once again the kick of controlling something that is not all that controllable unless one has a certain amount of ability, and as a result the sales of British sports cars are booming. Anyway, Mr. Spurrier is welcome to murder on the local bus but I hope he will keep his hands off my semi-vintage car.

Decay

NOWADAYS, it seems to me, the body is the real limiting factor on a car's life. All the other bits and pieces can be quite readily replaced, and the reconditioned engine replacement service of the big companies is impressively cheap. The body, however, reaches that stage of decay so often and feelingly described by a colleague who understands all the mysteries of fillers, thinners, and what sort of metal you



Disreputable.

To all those who agree with him; to all who disagree with him, and to all those who remain, with the Christmas robin, perched on the snow-covered top rail of the fence, The Scribe wishes a happy Christmas. He is grateful that, one and all, they pay him the compliment of reading "Disconnected Jottings".

ing, and fishing (also gardening) by which various means we live. Breeding and growing "for the table" killed them. Once an occupation or pastime reaches a certain stage of ease and efficiency it ceases to live except for a few "reactionaries" who continue to indulge in anachronisms because of the pleasure that they derive therefrom.

Motoring is not likely to prove the exception to this very positive rule. The cantankerous machines of the Veteran Run to Brighton have become the efficient means of transport of today, but all those who are young enough to remember their early struggles with clutch and gear box will agree that you have to try quite hard

must have under chromium. The strange thing is that, in spite of all these aids, cars still seem to don a lace-work of rust at some precise stage of their history and, after a few more disreputable miles, they reach the scrap-heap.

I suppose you could wave a cheque book at a manufacturer and get him to drop a brand new body over an old-fashioned frame, but the integral construction car is not so easy. There is no reconditioned body service, I think, comparable with that for replacement engines. Anyway, the point about all this is that our old enemy the weather is the dastard who eventually robs us of our motoring.

Do you value YOUR safety - and fit **FERODO** ANTI-FADE BRAKE LININGS



If only brake drums wouldn't get so 'het' up! There's no denying, 300° centigrade is an uncomfortable heat for brake linings to be pressed tightly against. That's why some linings 'fade' and let matters slip; and if brake fade happens when an emergency stop is needed—tragedy can quite easily result. It's something to think about.

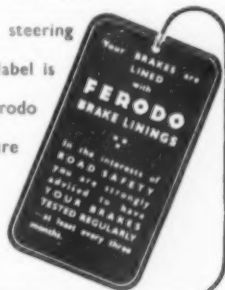
The Ferodo organisation, with its unrivalled research talent and testing facilities, make Anti-Fade Brake Linings that give you safer, more reliable braking and greater driving control. So when your brakes do need re-lining, remember to ask for Ferodo—the Anti-Fade Brake Linings.

- or don't you think about it?

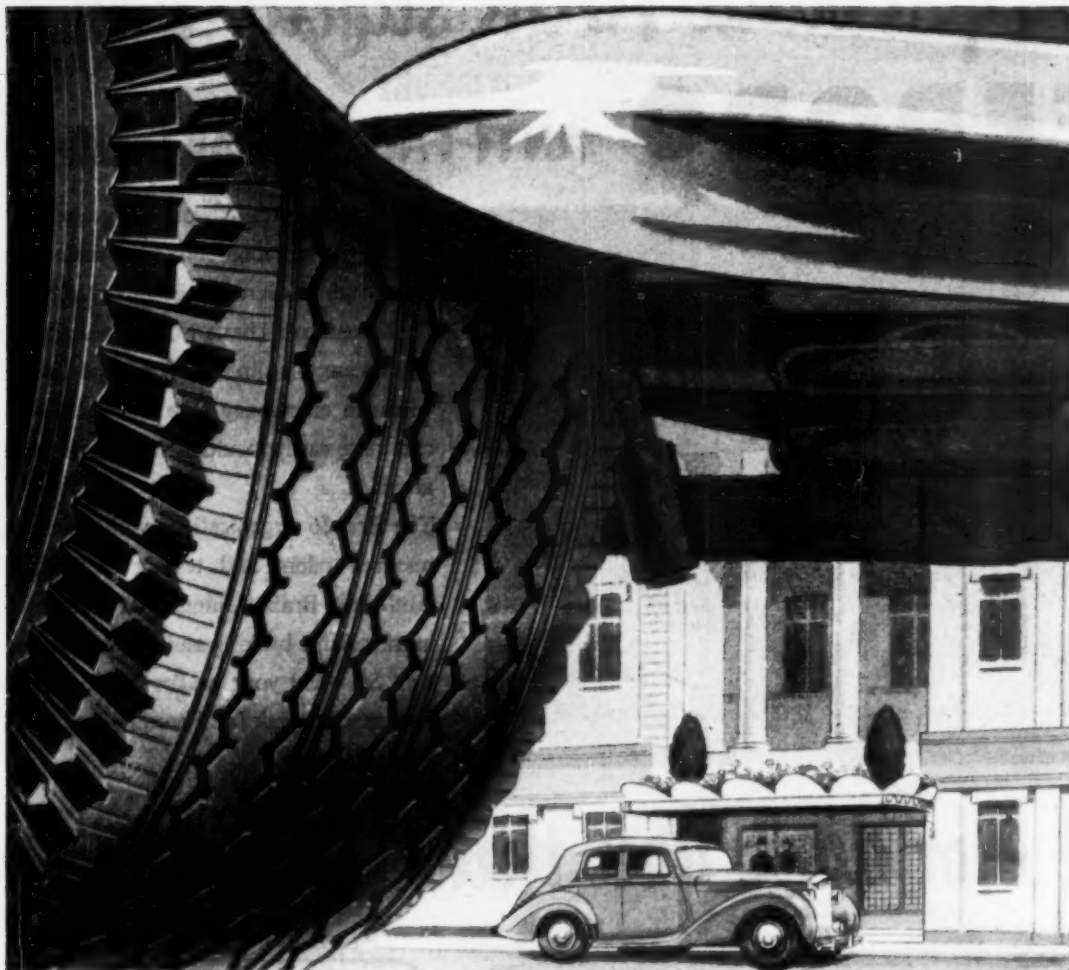


THIS LABEL...

is proof that your garage have re-lined your brakes with genuine Ferodo Anti-Fade Brake Linings. It is orange and black and should be tied to the steering wheel of your car. The label is issued with every set of Ferodo Linings, so please make sure you are given it.



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Bentley cars are fitted with India tyres and though you may not own a Bentley, isn't it sensible to choose for your own comfort and safety the make of tyre chosen for the world's most sought-after car?

INDIA

The Finest Tyres Made

KEEP RIGHT ON ...



THERE IS NO END TO THE PROBLEMS OF THE MODERN HIGHWAY ENGINEER

by R. K. R. Blake, A.M.Inst.H.E.

The immense task of making and maintaining the roads of Britain is rarely given publicity. No one can be more qualified than the author to comment on the difficulties involved; he is Divisional Surveyor to the East Suffolk County Council.

AT a time when the cry for new roads is echoing with ever-increasing frequency through the lobbies of Parliament, and the public look disbelievingly at the apparently fantastic estimates for new highways, it often passes through my mind that few people really know how much hard work—both mental and physical—goes into the making and maintenance of roads. Let me describe the functions of a typical county highways department and perhaps dispel for ever the idea that it consists entirely of stubble-faced roadmen who always seem to be “brewing up” or leaning philosophically on their newly branded pick handles.

Each county is normally divided into areas through which run about four hundred miles of roads of various classes. In charge of the division is a divisional surveyor who is responsible to the county surveyor and for two clerical assistants, two supervising foremen, and over one hundred men, including drivers, bricklayers, painters, kerb-layers and last, but not least, our philosophical roadman who has to turn his hand to a wide range of jobs.

The headquarters of this cosmopolitan crew is a central depot. Office, garage, workshop and stores accommodation is provided and running repairs to vehicles, plant and machinery are carried out by divisional personnel. Recent modifications which had to be dealt with included the fitting of

extending side lamps to vehicles which may shortly be employed with snow ploughs attached.

Agricultural lime spreaders are used for gritting but are so efficient in range that baffles have to be fitted to them to limit the area of spread; thus mechanics have to be versatile. Their charges vary from air compressors to grass mowers and from steam and diesel rollers—which often weigh 14 tons—to asphalt plants, excavators and tarring machines. In addition there is a selection of cars, vans, lorries and even motor cycles which require periodical attention. The familiar signpost is also manufactured in this depot. The reinforced concrete post is cast, and the wooden arms are shaped to take their aluminium letters. This accounts for the variation in design seen throughout the different counties.

Large stocks of lamps, shovels, spades, forks, scythes, flags and suchlike are held in readiness for all types of emergency. There is also a wardrobe of special clothing for issue to roadmen when the dirtiest jobs are tackled. There are other items too numerous to mention, but consider the tremendous stock of material required to keep things moving smoothly.

Apart from patching the obvious pot-hole, the annual surface dressing of roads is the cheapest and most effective form of road maintenance. Unfortunately, from the motorist's point of view, this has to be done during the summer months when the roads are dry and clean and the traffic is heaviest. Considerable speed of completion is attained by using mobile tankers which often transport 2,000 gallons of hot tar to the site and in many instances spray it on to the road. This provides a waterproof skin, and granite

KEEP**RIGHT ON . . .****. . . continued**

In contrast with the simple method of road making shown below, this Barber Greene machine can lay a light carpet of tarred or bituminous macadam over nearly half a mile of road in a day. The machine costs in the region of £2,500.



chippings are spread on top to bind the tar and create a non-skid surface.

Footpaths, too, have to be looked after and are equally important to the motorist. If they are allowed to fall into a state of disrepair pedestrians, and in particular pram pushers, will not use them but automatically take part of the road. I have found that if the surface of a footpath is a different colour from the road surface it is a valuable aid in darkness and may even be of slight assistance in fog.

Signposting is not an easy task. It is not practicable for obvious reasons to provide a long list of names on each arm and motorists who travel in "furrin' parts" should always carry an adequate map which shows major, as well as minor, roads. Mileages, too, are a bit of a headache; many motorists find amusing discrepancies during their meanderings when the next signpost in the direction of their destination indicates a greater distance than the last. This is caused by the comparatively recent installation of new posts, during which the mileages are checked and rechecked by accurate methods. They do not always agree with the old cast iron types. Halt, Slow, and other road signs are painted regularly and must remain absolutely legible from the driving seat. Reflex

discs, cat's-eyes, white lines, guard rails and so on are worked on continually. It is quite unnerving to stand in the middle of a trunk road repairing cat's-eyes or repainting a white line with fast streams of traffic passing on either side; have a thought for the men who do this difficult and dangerous job.

Endless work is done on bridges and culverts; it is thankless labour, for it is never seen and rarely appreciated. The slightest alteration in surrounding land drainage may mean that a ditch will have to be widened or deepened. Dead leaves in the autumn choke road drains and flooding results. On heavy impervious soil it seems that the only solution is the installation of a pump!

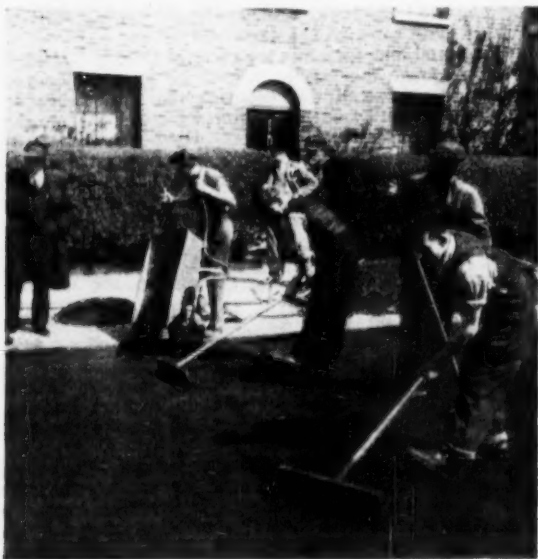
Verges

Verges have to be trimmed back and the grass and weeds cut down as often as three times a year. During the period of heaviest growth it is an almost impossible task to keep 800 miles of verges looking neat and tidy. At that particular time of the year the highways department concentrates on cutting back hedges and so on at blind corners, sometimes removing the hedge completely and substituting an open fence to improve visibility; unfortunately it is not always easy to obtain the owner's consent to do this.

During the winter months the life of the average roadman becomes nightmarish. One day he may be spreading sand and grit on his stretch of icy road, and the next day he is busily engaged in clearing a choked drain—caused by the sand of yesterday and an unexpected overnight thaw! Perhaps that is why roadmen look philosophical in the summer heat. Immediately after a heavy snowfall the entire roads department is a hive of activity. Snow ploughs are mounted on lorries and despatched with all haste; grit spreaders roar away fully laden to disperse their loads in the shortest possible time and return for fresh supplies. Every available piece of mechanical equipment is utilized to tackle the problem; muck shifters, mechanical shovels, bulldozers, and excavators are diverted to deal with the situation, and a close liaison is maintained between police and motoring organizations.

Extensive road constructional improvements are, at the present time, greatly restricted by the lack of funds. Many ambitious and much-wanted schemes have been planned and in certain instances the land has been acquired. Meantime much can, and is, being done with little expense to improve visibility, widen roads, re-align junctions, provide kerbed footpaths and bank bends. The reconstruction of narrow and weak bridges is a problem which will have to be faced.

It is a satisfying job, but sometimes when I am asked, "What do you actually do?" I feel like giving up. If this article has in any way increased the understanding between the road user and the road maker it will have served its purpose.



Though elementary and slow, this method still has its place when big machines cannot be used.



MR. TROWBRIDGE has a problem

Mr. Trowbridge—active young director of a furniture concern. Lives with his wife and baby daughter in Richmond. All winter drives three mornings a week to the company factory in High Wycombe and then back to his office in the City. Owns a Mark VII and *has* to be certain the radiator will never freeze on frosty mornings.

THE ANSWER: Snowflake—the best, most reliable anti-freeze there is; the tested brand marketed by Shell-Mex and B.P. Ltd. It's *guaranteed* to safeguard any car against temperatures down to 35° of frost.

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The safe radiator service, a part of the Shell and BP Service. Ask for it where you see this sign.



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MINUS the "L"

"There's no need to shout . . . the most experienced driver can forget to switch on."

THE FIRST TEN THOUSAND MILES ARE THE WORST

"WHAT on earth are you doing?" my brother-in-law said.

"I don't know." (I didn't.) The car was rolling backwards downhill.

"Brake!" he shouted, and jammed on the hand brake. The car stopped.

"Thank goodness for that," I said. The baker in his van dashed past us, sounding his horn and waving a loaf of bread at me out of his window. "I don't think I shall ever be able to go backwards."

"Look at us—look where we are." He gazed miserably about as though we were shipwrecked in an angry sea. The bonnet had a three-quarter view of the pavement.

My sister appeared at the front door to wave us good-bye. "No, don't do that—they're not to play with." (The baby was rolling the milk bottles down the garden path.) She walked up to the car smiling. "All ready?"—then she saw me sitting in the driving seat.

"You're not going to drive, are you?" she said.

"Yes, I am."

"You're not going to let her drive, are you?" she turned to her husband.

"She says she's passed the test."

"Is it safe?" She stood by the bonnet of the car, peering at me through the windscreen. "It's not us I'm thinking of so much but the baby—it's so bad for boys to grow up without a father."

The baby suddenly took a run at the car, wailing.

"No, not today. Another time. Daddy's got to go to London to earn some petrol, and anyway Auntie's driving—you wouldn't like that, would you?" Daddy got into the passenger's seat and slammed the door.

"No," the baby said. (He's just learned to talk; "no" is the only word he can say.)

"The car's crooked," my sister suddenly realized. "It's all on a slant."

"I know; I made it that way."

"Whatever will the neighbours think?" she worried.

"Well, we'd better be off now," I said casually. "Cheerio, see you this evening."

Silent Move

The baby waved his arm like an automaton. I coaxed the gear lever into first, and released the hand brake, let in the clutch gently, and gave a little throttle. There wasn't a movement—not a sound.

"Listen," my passenger said.

"I am listening." (I was.)

"Can't you hear anything?"

"Nothing at all."

"That's just it." His voice was rising. . . .

"There's no need to shout," I said, flushing with shame—"the most experienced driver can forget to switch on." With that we went off at a gallop, starting with a series of short, sharp jolts, rather like the kick-back of a shotgun.

I could see my sister in the corner of the driving mirror watching us tragically over the garden gate.

"I'd like to know what you did to get through the test—you can't even drive." My passenger was huddled up beside me, one hand resting on the hand brake.

"Just because I passed the first time and you didn't, there's no need to be spiteful."



"I let in the clutch suddenly. We did six leaps forward . . . and then the engine stalled."

"We were so hedged in that it grew quite dark and I thought of switching on the side lights."

We were doing a fair twenty now. I had changed into second and third. "Where's top?" I asked.

"Top?"

"Yes, fourth," I explained, trying to find it by wiggling the gear lever.

"Don't do that." He grabbed at my hand. "We'll be in reverse again."

"Well, you show me where it is" (I was trying to keep my patience), "then I'll know where to find it next time."

"We're in top," he said.

"Are we? My goodness, you're one missing—however do you manage?"

"You have to consider the engine more, that's all. Four speeds encourage laziness." He sounded grim. "And we've got no synchro from second to first, either."

"Synchro? Sounds like a dance band leader—what's that?"

"It would take too long to explain." He sighed.

"I don't believe you know what it is yourself."

"Can you double declutch?" he suddenly asked me. (I had just overtaken the milkman and his horse.)

"I can double almost anything—when do you want me to do it?"

"You'll have to give a lot of throttle from second to first when you're on the move."

"But that's against all my teaching. He" (he was my instructor) "always said off throttle when changing. How ghastly, it means I've got to start learning all over again."

We were waiting at the traffic lights on the main road.

"I'll try not to gallop when I start this time," I said.

"Know your clutch—that's the motto."

Cacophony

The amber light shone. I was determined not to hurry it—to start with calm deliberation. I treated the clutch pedal as though it were a bag of eggs.

"What on earth are you waiting for. Come on!" A car behind started hooting, another joined in. A lorry driver leaned out of his window and yelled something. I let in the clutch suddenly. We did six leaps forward (I counted them) and then the engine stalled.

"What do I do?" I said. "What do I do?" For a moment my Anglo-Saxon calm, that faces all disasters with stern self-control, left me. I started to laugh. The noise behind us was tremendous.

My passenger pulled the starter control and released the hand brake. I managed the throttle and clutch, and we were away in no time at all.

"Combined effort." I smiled at him, genuinely grateful.

"At the next clear stretch I think you'd better stop and let me take over," he said.

"It's not fair—I've only driven for fifteen hours."

We were in a derestricted area now, so I put my foot down to cover as much road as possible before being forced to give up.

"Slower," he pleaded. "Slower."



"Anyway, it's two weeks since the test now; I haven't driven since, and I've almost forgotten how."

"You can't forget—it's like walking."

"But you always walk with the same pair of legs. I've been used to a car, not this thing with one speed gone. I shall never be able to drive—never" (I emphasized by suddenly using more throttle) "unless I can get practice."

"You're quite right—you certainly need practice."

"I can carry on, then?"

"Yes." I slowed the car a little.

"Anything I do wrong just tell me quietly before it's too late, and give me all directions well in advance, like the examiner in the test."

"Don't you even know your way?"

"First I must get to know my car, then I can start bothering about my way."

"Turn right at the next turning."

"Where's the Trafficator switch—where is it?" (It wasn't where it ought to be, in the middle of the steering wheel, and I pressed the horn by mistake.) At last I had to give a hand signal. "I nearly couldn't get it back in time," I said.

"What couldn't you get back in time?"

"My hand—the window's not open enough. It's like a lobster jar, big enough to let you through but not back again."

The traffic was getting very heavy. There were too many different columns of vehicles from which to choose.

"Go alongside those buses," he said. "No, don't slow down, keep going."

"But I can't; there's not enough room."

We were beside them now. A line of lorries was shaving our right flank. We were so hedged in that it grew quite dark and I thought of switching on the side lights.

"I'm quite ready to hand over to you now," I said when I could see daylight again. "I expect you'd like to drive now. It's been awfully nice of you to let me come so far, really it has."

"No—you keep right on," he said. "You need the practice."

C. S.

TRUTH lies between EXTREMES

The Riley in a Cornish coast setting which scarcely suggests nearly the last day of the year, at Carlyon Bay, known locally as Crinnis.



Familiar touring scene, Dunster, Somerset, and the 1953 Consul in which many pleasurable miles were covered during the year.



At the Season of Goodwill

The Editor

Lets His Hair Down

At Other People's Expense,

But in the Manner

Of a Victorian Moralist

Continues

On a Note of Higher Purpose

IN well-regulated journalistic establishments with a sufficiency of hirelings no compulsion is laid upon editors to write in their journals—they are too fully occupied in looking after the hirelings and in acting as office boys. The notes and impressions that follow can, therefore, be regarded as a voluntary offering, made because a certain number of current models among the world's cars sampled during the year are worth writing about. First it must be stressed that I do not seek to compete with the ROAD TEST STAFF—the fellows who mostly wear dark glasses, never walk more than twenty yards, and have developed a special aptitude in summing up any car that comes their way with or without the use of a split-hand stop-watch, a portable electronic tape recorder, a well-worn slide rule, a Curta calculator, and, perhaps last of all, such simple arithmetic as they can still summon to their aid if given long enough for the process. We keep them in several sizes—the Road Test fellows—

though they mostly run to length. The man who put on weight was sacked from this particular job several years ago.

This the experienced reader will recognize, of course, as a preamble or introduction. But I do feel that you should know less than something, especially at this season, of the men who dare flood and tempest, fog and ice, and at other seasons torrid heat of a Continental climate on arduous expeditions in search of their material—to serve you, dear reader. I am sure, again at this season, that I may so address you.

Apart from the extremes of weather they risk their lives for you, in order that you may be told, for a shilling nearly every Friday, that the 3-litre XYZ, after being given its head for not less than three miles (the driver casting the occasional split-fraction-of-a-second thought to those he left at home), is capable of travelling a good 25 m.p.h. faster than most of you, my friends, would care to essay even in your



The intention was to catch—with the camera—the noted Cornish Riviera express, near St. Austell, Cornwall, but it had already gone through on its high-average run from London, and a "local" had to suffice.

TRUTH lies between EXTREMES

more show-off moods on the local by-pass—we all have them, don't we?—and, moreover, about 25 m.p.h. faster, at the least, than is permitted by the unoccupied ground normally available to the motoring public, unless it happens to live in the State of Utah, U.S.A., or near an *autobahn* or Daytona Beach. You have said that you want to see the absolute maximum speed shown. So I blame you, along with the manufacturers of some of the cars concerned, if there is an element of the artificial about this figure. It often has to be obtained in conditions of road space—or its equivalent—that are artificial in relation to the roads that most of us use. But the figure in question is also good for international propaganda, and, besides, it looks well in the scrap book that some of you make.

F.B.O.M.

All this being so, it is beginning to be established in your minds, I trust, that a fine body of men serves you, my masters. You will note the crescendo of tone. For you are that, really—and "really" has not the inflection we all know in some contexts. If you feel insulted by the familiarity of address, even at this season let me repeat, then you must take such steps as are open to you to ensure, as the customer—to come to the business end of the relationship that links us—that the editor is not permitted to address you in this way again, but is confined strictly to his less spectacular duties. To return, I know that the men who strive for you, winter, spring and summer, are, in the main, of too bashful a disposition to welcome the revelations that are now being spread before you. Perhaps their portraits should be here, but above all they must retain their anonymity—as well as their self-respect. A non-self-respecting Road Tester is unthinkable. They are men, perhaps it is needless to add, of superior mien and good habits. We insist that they come to us—and stay—that way. They must be FIT MEN.

Think, all round the clock at times they work to serve

you, setting off into the night, strong and silent for the time being in my hearing, mostly, behind a couple of yards of bonnet in order that the great car's performance shall be dragged forth (on your behalf) at crack of dawn. Or maybe not in the kind of car that in the 'twenties Michael Arlen loved to use for atmosphere—surely invariably a stork-be-decked Hispano? Perhaps this time slung in a hammock as the seat, lightly attached to the floor of the austerity conveyance that is their lot, to cover a normal summer holiday's mileage for most of you, in the course of a couple of days and in thick fog, in order that you shall be assured from first-hand experience that the economy car of the moment can average nearly as high a speed as a 2½-litre, when driven with determination and little regard for longevity of man or machine, at x m.p.g. withal.

The Spartans

And these feats of fortitude and endurance, to judge by the evidence subsequently afforded by a glimpse of the interiors of some of these cars, are achieved, in the main, on the vitamins derived from nutty chocolate, and with the solace of strong tobacco. The evidence afforded by the overall cost of some of these operations suggests, however, that besides fuel for the cars, time is sometimes found for more substantial provender for the long-suffering crew. That they deserve it will be universally granted when more of their working lives is known.

This may be sufficient to show something of the forces that are acting for you in this most personal of services rendered by a motoring journal—the passing of considered opinion on new cars for the benefit of the motoring public. You see, I speak with additional feeling, for once I was one of them; but the standards were lower when I was recruited, and also the expenses were looked at more closely in those days, and the job hadn't the same future or promise.

continued

But this will never do, even at Christmas. Already I may have let something out. If anyone takes me too seriously, again at this of all seasons, it is too bad. In any case this is not a substitute for *The Autocar* Road Tests annual review, but merely a preamble, it will be recalled. A preamble to impressions of some of the cars that I have managed during the past twelve months to wrest from the hands of that fine body of men—that is, when the work had been done, contenting myself with the raw end of the motoring deal.

Perhaps the point does not get over. The raw end of the deal is the leavings; after all that work has been put in on your behalf, etc., etc., you will again recall, any time between dawn and midnight, the men who serve you "try it on the editor." He may receive a few casually or perhaps carefully worded injunctions to the effect, for instance, that the brakes are not quite as good as they were at the start. This may mean that they pull violently to the right or the left or it may indicate the simple but unassailable fact that as the pedal goes down at 75—well, the expected result just isn't forthcoming, an undue proportion of the linings having been deposited on a distant test ground where the work was done.

Or there was the Case of the Dipstick. The case of the dipstick refers to the car handed over after much hard work, presumed O.K., no visible defects, all readings normal, it seemed, yet next morning had no level whatsoever showing on the thing intended to be used as a dipstick. Perhaps I am unkind in recalling this episode—for episode it was—and there was certainly an oil blow-out on that car, which might happen once in 100,000 miles of motoring in fifty different cars. By and large, however, the cars that are tested come through the ordeal with high success, and ample scope remains for me to sample the product to my edification and the saving of the personal car. After all, it is not our policy to try to break them. You don't, when you get yours, I am sure.

So far you mustn't believe many things I have told you, and letters to the effect of "I know you meant it as a joke,

but what really do you mean?" will receive only my suavest and most non-committal answers. There is no inner story of the Road Tests. There couldn't be with that fine, up-standing body of men responsible—not one of them under 6ft 3in—etc., etc. (refrain). Besides, they are very good and enthusiastic motorists; I grant them that, otherwise they wouldn't be doing the job. Not a beard among them; and long hair comes only from devotion to duty, in that while serving you by driving almost continuously in the latest in cars, from end to end of the kingdom and, as often as they can convince their employers it is necessary, in other kingdoms (now in the main republics) they perform become strangers to their barbers as well as to their homes. It is all part of the service you purchase, and at no other time of year could I bring myself to remind you of these fundamental issues. We want you to feel one of us, even if *The Autocar* is the oldest motoring journal and all that, and put down in some quarters as just a little snooty. And I ask my friends, too, at the factories that produce these masterpieces that give our fine young men this menial task and you your shillingsworth to bear with me at this season and to forget it all quickly.

We were coming to the cars that the Road Test staff at last relinquish, when I permitted myself a digression. Indeed, another is necessary. I should tell you the other side of the story. If our Road Test staff were not such a nice body of men, from their point of view it would go somehow like this: As soon as we get hold of a car to test, the editor

(or whatever he may be currently called locally) requires, so that you, the reader, shall have the tidings quickly and he the car, if it is a good one, that the work shall be done in about two-thirds of the time we consider it really needs, that the resultant "copy"—the embryo of your reading matter—shall be delivered to him yesterday, and then that he shall go off for the week-end.

But here I am, telling you too much again. They are a devoted body of men, etc., etc., who manage somehow, and without even a trade union. And, once again, please forget all this when Christmas is over. That, I hope, is a promise.

Now I should prefer that you take me as being on the record. Of the cars these Road Test fellows let me try this year, or where the manufacturer took pity on me and let me have one of his wares all to myself, the impressions that are strongest concern no one type or size of car. If I mention a Frazer Naah first it is only because it was chronologically first, in January when there was every risk that motoring in such a machine would be cramped by fog or frost. It was the model known as the Targa Florio Turismo two-seater. It had been timed at 116 m.p.h. on the Jabbeke road, but to me the acceleration was the thing that mattered most about it. You really could get the 100 on a reasonable length of road such as can be found in a day's motoring in England, and for precision of control and the stress it laid at once in the driver's mind on safety at speed I do not think that my year's variety of motoring produced a rival (Mr.



The Bristol 403 awaits the King Harry ferry across the River Fal as a short cut between St Mawes and Truro. South Cornwall is almost as riddled with ferries as the West Highlands of Scotland, but, being more used all the year round, they are not so expensive. The laid-up tankers (in July) belong to the Esso fleet.



A 2-litre Riley . . . 48 m.p.h. for 200 miles . . . revived a regard that has been strong throughout the history of the model.

TRUTH lies between EXTREMES continued

Aldington, although an old friend, must not quote me, however. This is a privileged occasion).

The hood was something, perhaps, more than you bargained for, if you wanted to put it down, or, alternatively, up, and never have I seen quite such an assemblage of bits and pieces of framework all to support one smallish convertible head or hood. The thought struck me forcibly that this was faster than a sports racing car of the type that could have won an Ulster T.T. or even a Le Mans not many years ago—in just this trim suitable for West End of London motoring, I mean. We all know that the 'Nash, further tuned, has put up some fine shows in this year's racing. And all this with only two litres. Car of cars, for its docility and lack of temperament allied with such performance as it so readily gave.

Overdriving

At a very different time of year the Austin-Healey left some of the stronger impressions of 1953. The car chiefly concerned was not the same one, as it happened, that performed for the Road Test. It was taken over routes towards the West of England that have been a basis of comparison and interest for more than twenty years to this particular motorist. Possibly one would prefer the overdrive to be even more directly under driver control—in other words, for it to be used at all times only when it is wanted, though there is a fascia control that governs its operation. There can be doubt on some roads whether ordinary top is a more useful ratio than overdrive second among its five available

forward gears if the utmost is to be got from the engine on long up slopes, and there is evidence at the rear wheels of the change-over from overdrive to normal if it is made at fairly high speed. For control this car is in a very high category, as a motor cyclist with a fast machine and, it seemed, no mean ability on two wheels who was traversing part of A30 nearer London than Land's End at about the middle of September may remember. The driving position seems to be exactly right, but then I am not in the six foot three group.

Let there be no suggestion that in his advancing years this motorist clings unduly to the exaltation of the sports car above all others, though he will return to the theme. Among varying types of cars that left their imprint on the mind in this year were the then new Daimler Conquest because it gave much more performance than had hitherto been expected from this august make, and with no more than 2.4 litres, and it handled well in keeping; the Humber Super Snipe with its new o.h.v. engine, because without special effort it completed a familiar journey to the Midlands in as little time as happens to have been recorded in recent years by this particular driver during normal hours of the day. It left no suggestion of the motoring having been specially fast. That is a thing the good big car can do for you, and in this instance I should like the experience to have been continued. It was to be blamed only on the traffic conditions and the picking of about the worst possible opening gambit of route among many that can be selected for the first hour away from the London area that an XK 120 coupé—the "hot" version, too, with the special tuning

and equipment—failed in the summer to give as good a time over the same basic run as some slower cars. Yet it was up to the genuine 100 three or four times, a reading never seen before on this route. Left-hand drive did not help.

It so happens that the very same car came into the tail-end of a somewhat similar commentary that appeared at this time last year. It was sampled in December last with more than the threat of ice and then in a minor heat wave of this mid-summer. It is trite to speak of high performance for this car; we all know that it possesses that. The essence of the joy of it comes from the tractability of the car, its ability to potter along on top gear, to be completely well behaved in town traffic and yet to leap to the nineties and more when you want it to and there is the room. Myself, I should prefer it without all the special stages of tuning applied, for there was some boom from the twin exhaust system that this included, and this can prove wearing on a long journey in the comparatively small metal box that the fixed-head coupé version represents. A car to remember as a high spot and to covet. It has got me back to sports cars, but only to add point to the remark, without slighting the wonderful Jaguar, that sheer speed beyond a certain point does not always get you there more quickly over some routes in this overcrowded country. Other countries, other possibilities.

To take the new Standard Eight over almost the same journey of about 110 miles in about three hours where the Jaguar and the Humber had needed, say, two and a half, meant working fairly hard in the sense of using the gear box, and it must have been fairly hard on the machinery; but there was a sense of satisfaction in the accomplishment on a perfect autumn morning and no suggestion that the small engine would not go on taking this kind of treatment. The Standard was first to be introduced of the new small car wave that hit this year's Earls Court, and impressive in its class it proved to be. Acquaintance renewed with the rear-engined Renault in its present 750 form was interesting. It surprised a friend, on a routine shopping journey, when we came up to a right-angle turn, and, without anything

of the sensational being intended, went round on a very small radius indeed—lock over and round, with no preliminary, so to speak.

The twelvemonth gave a good run to the far west of this island in a 2½-litre Riley, an old friend as a model. I have still the record of its running times, which without being phenomenal—it was in part a family occasion and mostly at night—show the easy averages of the plus-40 m.p.h. order that are the mark of the more than adequate performance. They included 135 miles in three hours and 48 m.p.h. for 200 miles, through the winter night, and a final section on the home stretch of 40 miles in 53 minutes, again at night. But such performances are comparatively meaningless except to the driver who does them, for everything depends on the route, the driver's knowledge of it, and his intentions on a particular occasion. For me that double Christmastide trip to Cornwall of some 1,200 miles all told revived a regard for the Riley that has been strong right through the history of the model. Anticipation is now centred on the Pathfinder, with the same basic engine; it ought to be a fine car, and we shall be telling the reader all about its road behaviour at the first opportunity. I know demand exists for this information, and similarly on the new M.G. Magnette, as much as for any two cars in the specialist, above minimum cost category that appeared at Earls Court this year.

Coming-out

The Armstrong Siddeley Sapphire was awaited during the year, just as we now await the Riley and M.G. from their inauguration, and it was summer before we could sample it. The "working party" took it to Belgium for the speed tests, and it was a sound going concern that I took over from them in due course. The unusually hinged bonnet was tricky to open, but there was a special reason for that, I gathered, and the point has since been cleared up. As a gentlemanly car which also has a high performance—a surprisingly high performance to those who have regarded the A.S. on past form as being fairly mild mannered—and almost the finish of a several thousand pound specialist bodied car the Sapphire is quite remarkable. Whether you like the electric pre-selection of the well-tryed Wilson epicyclic gear box is a matter of taste and usage. No one could deny that it has advantages in town driving and for the occasions when one wants to be lazy minded in one's actual physical handling of a car. It is fast even with one carburettor, no mistake, and the beautiful leather and woodwork inside the body linger as an impression.

Vanguard and Citroens

The Phase II Standard Vanguard when presented newly in the late winter struck one as being a much improved model of a car which has been in some ways quite individual among the more popular British cars, and the appearance is undeniably improved. Citroens arrived in the shape of the competent Big Fifteen and the Six, and experience of these is always a refreshing reminder of the appeal a car can possess for the keener kind of motorist when the manufacturer keeps his eyes steadfastly on the things that matter from the point of view of handling, safety and sustained performance. No nonsense and real motoring are the underlying theme. The Six in particular is heavy on the steering and very like the vintage car that many of us still cherish in memory—or believe that we do; it is a car that best justifies itself on a long journey, holding 70 on a small throttle opening at low r.p.m. and feeling like the proverbial battleship, not giving a fraction on the bends and causing one to wonder where the limit of wheel adhesion does really lie up the scale of cornering rate.

Quite late this year has come experience, in a year notable for its down to earth motoring as well as for some high spots of performance, of the extraordinary 2 c.v. (French rating) Citroen, now being assembled at Slough. Like no other car except for the basic facts of propulsion and control, this 375 c.c. air-cooled flat twin with its amidships suspension must be regarded as one of the world's great cars in originality of conception to a plan—the plan of low running cost for four people and minimum maintenance



Latest from Dagenham; the new Anglia . . . besieged at Earls Court . . . evoked much enthusiasm as sampled in hand-built form.

TRUTH lies between EXTREMES ... continued

The Wolseley Four Forty-Four in deserted Lynmouth in the very early morning, after a night run to the West, at Whitsun. Reconstruction after the disastrous floods of 1952 takes time. Final plans have recently been approved for dredging the harbour, silted up by the flood effects, to enable pleasure steamers to use it again and thus help in setting the place on its feet.



expenses. Except to say that to try it is a part of the motoring education, and that it is an admirable runabout, capable also of serious motoring in a big way, I will not dilate here, as the British-built 2 c.v., already fully described in this journal and also the subject of a Road Test in France early this year, has been used in a rather special way recently by *The Autocar*. I will leave those concerned to tell their story a little later.

B.M.C. Products

A noticeably improved Austin A30, in the new two-door form, has also been part of a year quite rich in small car motoring, whilst separated from it by many months the Morris Minor of the first series to be fitted with the same basic o.h.v. engine was a source of renewed pleasure for its fine control and balance. The Wolseley Four-Forty Four came in for a run that was shared by several others during the year, including its being taken over the very popular English touring route of North Somerset and Devon by Porlock hill. It appeared that one or two readers thought that this journal had been unduly kind to this car in the published commentary, deducing from the acceleration results and the power-weight ratio that it could not be as good as we suggested. That may be so on paper. It did remarkably well with full loading for a good deal of the time and displayed a balance on the road and a general air of quality very difficult if at all possible to convey in words, and certainly not in data, that caused one to form a high regard for it. "Reader" seemed to feel that there was some illogicality in our liking for the car, but then it was evident that he was not a man to use his gear lever. One can understand the dislike of the gear lever that seems to be growing among those who buy transport by car instead of by some public means, but those who read *The Autocar* are likely to see point in the gear lever for some time yet, I feel.

Introduced not because they ought to be, but because they formed high spots of the motoring year as seen by this fortunate motorist, there were both the Rolls-Royce Silver Dawn and the latest Bentley sports saloon that has never officially been called the Mark VI. Both had the automatic transmission that Crewe and Conduit Street now offer. Grand motoring in the grand style and all too brief. It is tricky and controversial ground, even among ourselves, whether the automatic transmission is a thing to like or dislike, to want or to avoid. Obviously, such engineers and businessmen as the R-R people would not offer this originally U.S.-designed transmission if there were not a demand for it. I think I am aware of the reasons for its being made

available—for those who want it as an alternative. But I cling, perhaps absurdly—as one of my younger colleagues hints—to preferring these cars of all cars with that lovely right-hand gear lever and the silky clutch so well remembered. For traffic driving the automatic gear is a great acquisition, and also the performance tests show that it has the advantage when sheer acceleration is measured. The overriding control provided as a Crewe-developed feature is valuable, too. But I am sorry, I prefer the gear lever in this particular case even if it represents the hidebound viewpoint of a motorist brought up on gear levers. The scene must shift and one's outlook with it, and it is necessary to remain adaptable and as far as possible without prejudice towards motoring innovations. These comments are the expression of a purely personal preference. Automatic transmissions will almost certainly become more common outside America; that is not doubted. They are highly acceptable on the American car itself.

A good deal of motoring was done in a car that did not feature in the 1953 Road Test list, though it did earlier—a 1953 Ford Consul, in which several thousand miles were covered in a good deal of variety of conditions. Its handy size was appreciated in the lanes of the West, as were its family carrying qualities on the journey thereto. It showed a very nice averaging ability at moderate fuel cost on the straightaway journey of 250 miles or so, and was as useful a vehicle as could have been found, above the small car class, to show country visitors something of London at Coronation time; a time, incidentally, when a car was more of a liability than an asset.

Prototype Anglia

In October Dagenham was further represented by one of the new models that were besieged a few days later at Earls Court, in the shape of a hand-built example of the Anglia two-door saloon. Confirmatory experience is awaited of a production sample, but enough could be seen to show that in this new small car with the former Prefect size of engine, though a new design, a notable and likeable addition has been made to economy cars. It does not feel particularly small, and is not cramped, and it handled extremely well. The average it put up on a journey of about 170 miles over familiar roads was impressive, and the driving position was to the liking of this particular driver.

At the outset the run could have developed into another Case of the Dipstick, indeed, did so develop, by way of showing how small but important components can have a devastating potential. After about forty miles the green

warning light that serves for oil pressure indication started to flash, yet the level had been checked and raised to slightly above the full mark by adding a small quantity of the thin S.A.E.20 that is recommended. At first the flashing of the green light seemed incredible, for although the car had been putting up a good average, leading a Javelin saloon over a twisty route, it couldn't be using oil at the rate suggested. For a mile or two we continued, very gently, occasionally speeding up the load-free engine in neutral to see whether the signal was extinguished; it was, but didn't stay out, being determined to wink malevolently. I admit to having no great liking for flashing lights in places of gauges, but certainly this one told its story faithfully.

The Unbelievable

On stopping for the check that was urgently suggested, all manner of possibilities came to mind, including a sheared pump drive; there was no obvious throwing out of oil at first sight. Last of all, for reasons mentioned, was a low level suspected. Again, for the moment the evidence seemed unbelievable—there was not a smear on the dipstick. In such circumstances one wipes the stick two or three times before crediting what it shows. The rest can be told briefly; a faulty gasket at the top of the external filter that is part of the new engine's oil circulation system had let most of the oil be blown out at a quite high rate, travelling fast as the car had been. In point of fact, to judge from the amount needed to restore the level, there must have been about two pints remaining, otherwise we should not have reached the garage I knew to be about half a mile away, even at a steady 10 m.p.h. in second gear, without harming the engine.

A new gasket was cut on a Saturday afternoon by a most obliging garage which had helped *The Autocar* on another occasion, although that was some time ago and the all-important service was rendered to a stranger without revelation of identity until the job was being paid for. This was at Sutton Scotney, in Hampshire, where the Newbury road, A34, crosses the east-west A30. The Anglia continued unscathed to put up the quite high average already mentioned. It was worrying, even irritating, for the time being, but a similar thing could have happened on any car, and the incident is quoted not as a slight to a car which evoked much enthusiasm for its performance, steering, brakes and general behaviour, but as an instance of the value of indicators and gauges and of the vital need for heeding what they say.

Unique

Again not in this year's official test list was the Bristol. A 403, the latest model, ran well through the night—a favoured procedure, it will be gathered, to avoid present-day congestion—for nearly 300 miles with a hefty load, and back in the appalling weather conditions that an English July can provide and an English December refute. There was ne'er a break in the rain all day from west to east, but the 403 felt safe and master of the conditions. It is a car right on its own. One would expect and even welcome an engine bigger than the two litres that it has, yet that engine, being of the highest quality of manufacture, does its job beautifully, the gear change is a delight, and the balance of the whole car is of an order that very few cars have achieved. To drive the Bristol on a fine day over a good main road route, as the chance occurred later, is to get an out-of-this-world impression of the joy of first-class motoring, it being hard to credit that a car can carry one so far in admiration of a combination of virtues. The brakes showed the improvement that was desirable, more in the result obtained for a given pedal application than in the sheer retarding power available, and the low-range acceleration was an advance over that of the previous 401. It costs a lot of money, but it does give a return.

An old friend, the Alvis, appeared during the year, twice, in fact, first as the normal 3-litre of the day, and then in the higher-g geared, higher-compression form seen at Earls Court, which in the test crew's hands achieved its 100 m.p.h. A quite large car, yet compact, is one of the lasting impressions, not boasting itself as more than a four-seater

saloon. The later, developed version showed a remarkable gain in performance which was instantly noticeable; it is a very fast car indeed for the way it gets up to about normally usable limits, say, 80 m.p.h. It is good to see a manufacturer holding so firmly to his well-remembered pre-war standards of building a car honestly, the Alvis showing, indeed, just the same standards of finish, for instance, beneath the bonnet. It is as soundly built a car as one could wish for and a pleasing machine to drive. Part of a day that gave one of those always interesting cross-country journeys, intersecting main roads at right angles to the usual line, was experience of the Aston Martin DB2-4 saloon, an Austin-Healey intervening. The day concluded in a Minx Californian for the last 100 miles, as good a mixture of types as could easily be found.

In the sense of pure forward-looking motoring interest brief experience towards the end of the year of the Rover turbocar, the famous JET 1 open car with gas turbine developing approximately 250 b.h.p., must go on record. It was not possible to sample it in one's own normal conditions, but any experience of the new prime mover for cars is memorable. There is noise at present, the more noticeable because in the very high frequency range comparatively unfamiliar to human ears. The tick-over of the turbine is at about 15,000 r.p.m., remember. It provides



The Bristol 403 near Bodmin, after running through the night to Cornwall with a hefty load.

another-world impression of motoring; sensation of machinery that cannot be rivalled even by a really high revving—by piston standards—sports car of the most exciting twin overhead-camshaft type; for instance, a straight eight Bugatti. But I gather that noise reduction is not one of the major problems. There is work yet to be done, as everyone with any knowledge of the problems of turbine application in the car field is well aware, especially in regard to the incorporation of a heat exchanger and its much-needed effect on fuel consumption. He would be a bold man who attempted to forecast when the first turbocar will be offered to the public; perhaps it is hardly likely in saloon form at first; but almost inexorably it will happen and the development work initiated by Rover goes on. It will not have escaped notice that the Le Mans 24-hour race regulations for 1954 allow for the entry of a car with this form of power unit.

Without reiterating the note on which these disconnected impressions began let me emphasize, if necessary, that the customary annual review of the Road Tests carried out by *The Autocar* during 1953 will form a separate article.

H. S. L.

JUSTIFIABLE PRIDE IN

TRUNDLING down the Cromwell Road on top of a London bus towards the Rolls-Royce depot at Fulham to collect my Bentley Continental, I realized how fortunate I was. For some weeks I had hardly been able to believe that I really was to become the possessor of such an ultra-fast sporting saloon produced by the most famous factory in the world; a machine capable of considerably over 100 m.p.h. whenever I wanted it, coupled with silence, safety and comfort. As the bus emitted the loud diesel knock so characteristic of these vehicles a note of caution crept into my thoughts. I had been tactfully warned by the London service station at Hythe Road that two Continentals had been "written off" in serious accidents, despite the known ability of the drivers; clearly this would be a car to treat with the utmost discretion and respect.

In many ways it is. The silence and smoothness with which everything works, from the engine to the minor controls, render its great performance deceptive. After a cup of tea with Mr. Maddox at the Rolls-Royce Lillie Hall depot, I was shown the small differences in the switches and controls from my previous car, a 1947 standard steel saloon, and we were soon on the road, threading our way through the London traffic smoothly and easily. The responsiveness of the controls and the beautiful synchromesh of the four-speed gear box soon made me feel at home,

Wherever it is seen and from whatever angle it is viewed the simple lines and perfect proportions of the Bentley Continental look right.

ALL MY VERY



OWNERSHIP OF THE MOST ELEGANT OF THEM ALL

and the rather louder exhaust note had the effect of making the whole car seem alive.

The Continental lifts motoring on to another plane: exactly why is rather hard to define and all products from the Rolls-Royce and Bentley stable achieve their *je ne sais quoi* from meticulous attention to detail. It is the sum of these—often small—points which brings about the result, envied by all but not achieved by others. Much of it comes in this instance, of course, from ample power coupled with the right gear being available at the right time, plus the road-holding to make use of the available performance.

Great responsibility is indeed placed upon the driver, who on our crowded roads must always be super-alert, if he or she is using but a tithe of the performance available. The motto always at the back of my mind is *festina lente* as I weave in and out of a stream of traffic using the 80 m.p.h. second gear. With this engaged, not only has one enormous urge beneath the right toe, but also very little if any application of the superb brakes is required to tuck into the traffic stream again. This ratio is 4.75 to 1, which is much the same as the top gear of many family saloons.

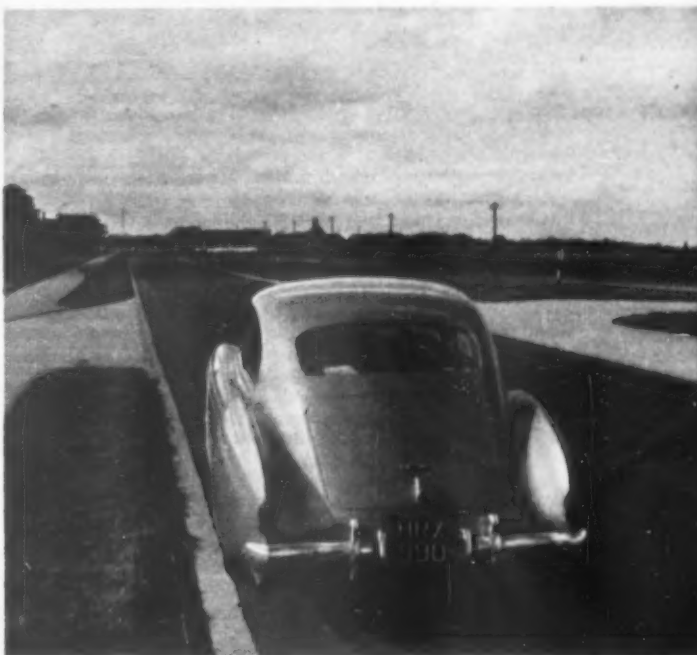
The gear ratios (to 1) make an interesting comparison, being:

	Continental	Standard Chassis (Manual box)
Top	3.07	3.727
Third	3.74	5.001
Second	4.75	7.52
First	8.22	11.113

and the Continental is well able to pull its considerably higher gearing. This is achieved by reducing the weight by some 3 cwt, mainly by the extensive use of light alloys

By

Michael Collier



OWN!

—even the bumpers are aluminium: by raising the compression ratio and altering the valve timing; by a scientifically designed streamline shape and by a much more efficient exhaust system. The exhaust absorbs rather less than half the power lost in the standard two-pipe layout, which is no mean achievement, as the standard system is itself notably lacking in back pressure.

Another feature making for utterly effortless performance is the lack of wind noise at all times and this is specially welcome in the higher ranges of speed. My previous car, —likened to an ark on wheels by the ruder members of the sporting fraternity—had a very practical, very comfortable, general purpose body, but it did create wind roar, which is noticeably absent in the Continental. Normal conversation is possible in this car until the maximum is approached, when, in any case, the desire to speak fades even in the most ardent conversationalist. Eighty m.p.h. seems slow, 90 commonplace; 100 is attainable often and with such ease on quite short stretches of good main road that frequently comes up without the driver realizing that the instruments register what used to be a magic figure. One point, which is specially striking, is that at this speed there is no instinctive desire to slow down when other traffic appears, and the whole feeling is one of normality.

One of the problems which faced the manufacturers when deciding to put the Continental on the market was that of tyres. On the normal Bentley the India Super has always been fitted and has given most satisfactory service. On my 1947 model I used to average 10,000 miles on a set of these covers with good adhesion in the wet, a reasonable degree of silence and almost complete freedom from punctures: in 90,000 miles I only once changed a wheel on the road.

However, for the Continental with its considerably higher maximum, something different was called for, because of the

stresses set up at over 100 m.p.h. A special high speed version of the India Super was therefore created and this is a very remarkable cover. Inevitably it has a shorter life, as, among other alterations made, a reduction in the depth of tread was essential. This is to reduce weight and the main objects of the design are the lowest possible rolling resistance combined with good cornering power, roadholding characteristics and silence in running. Using speeds up to 110 m.p.h. fairly often, and more than this occasionally, I find tyre life to be 6,000 miles. Bearing in mind that at even 50 m.p.h. wear is twice that experienced at 30, this is a good performance. If the owner wishes to economize, then he or she can fit the standard cover and keep down to 100 m.p.h.

Economy, Too!

A tribute must be paid to the fuel consumption, which is around the incredible figure of 20 m.p.g., showing clearly that high gears and streamlining pay dividends as well as having other virtues. The body is constructed to Bentley design by the house of H. J. Mulliner, who have as ever done a faultless job, and with its deceptive simplicity this is an outstanding example of British craftsmanship in direct line of descent from the old coaching days.

While on the subject of bodywork, there was the case of the elderly French gentleman, much taken with the lines and speed of the Continental, at the Paris Salon. "*Deux cent kilomètres, monsieur.*" "Ah, yes," he replied, "my chauffeur and I, we much like the speed, but for my drives with Fifi she likes a division, being used to a *coupé de ville*. You must put me in a division and I will sign the order at

ALL
MY
VERY
OWN!
continued



once." It took a great deal to persuade him that the insertion of a division into a two-door sports saloon would be a miracle beyond even the powers of Mulliner, and the venerable enthusiast retired a disappointed man.

And what of criticism, since nothing is truly perfect in this imperfect world? I consider the hand brake, which is the usual post-war umbrella type, is inaccessible for the taller driver, and I much prefer the lever type; this could easily be fitted between the front seats without interfering with a "free" floor for driver and passengers. I am dubious about that fashionable fitting, the curved windscreen. With a flat screen the glass would come much nearer the eyes, thus improving the visibility on dark, wet or foggy nights. And lastly, synchromesh on bottom as well as the other gears would be a great improvement; with the helical gears employed on bottom in the interests of silence, the change down from second is not an easy one. On the standard chassis this does not matter, as the driver is faced with it so very seldom, but this is not so on the Continental, where bottom is intended and used for everyday driving.

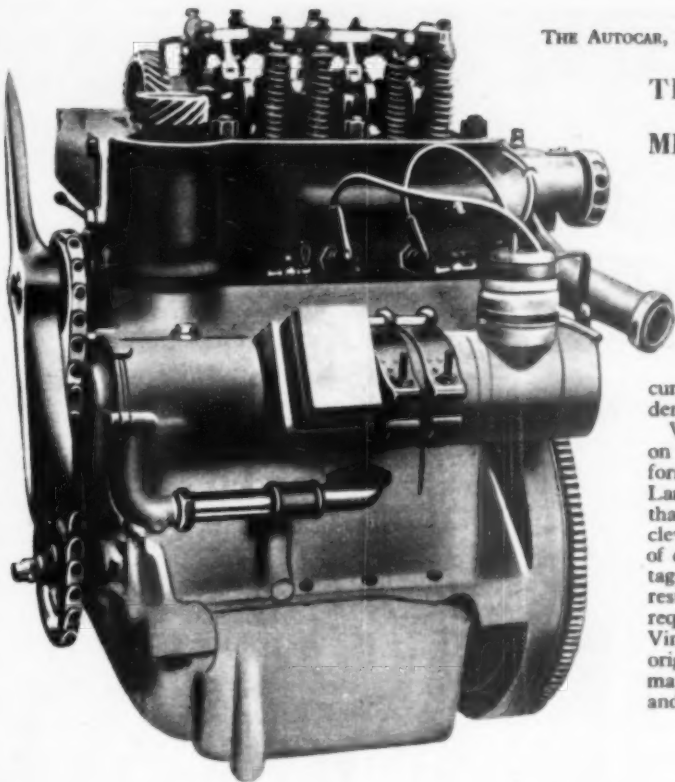
But these are mainly small points, and all motor cars are a matter of compromise—probably if I had a flat screen I should have more wind noise and less admiration. This factor is almost embarrassing at times, and I have never owned a car whose appearance called forth such universal praise. When I park the car, total strangers come up and wring my hand. They are lyrical over the lines; when filtering slowly through crowded thoroughfares, I often hear "Cor, what a smasher," and similar pithy compliments.

With this machine Bentleys have again rung the bell and achieved the pinnacle of modern motoring. My mind goes back to *The Autocar* Road Test of the 8-litre Bentley saloon in 1930, which achieved the then remarkable timed maximum of 101 m.p.h. With the old company in great difficulties at that time, the writer of that road test added, "Let us hope that this is not the swan-song of this famous marque." Let us indeed be thankful that it was not, and that tradition is upheld so splendidly today by the latest example of this old-established line. It may be said that the Continental is to the driver what the Stradivarius is to the violinist.

Continental country. A dual carriageway road, long sweeping bends, no hedges to obstruct vision and scarcely any traffic—ideal conditions in which to enjoy the Bentley's many virtues.



THE LAMBDA WAS A FAMOUS MID-PERIOD ENGINE FROM TURIN



Left side of the 1922 Lambda power unit. The water pump, dynamo and magneto were tandem gear driven from the vertical drive to the camshaft.

cum-chassis construction and the famous Lancia independent front suspension.

Vincenzo Lancia was a racing driver before embarking on the manufacture of cars and demanded superlative performance from the creations of his own brain; indeed, the Lambda represented such a transformation in design policy that one can think of him as being not only one of the cleverest, but also one of the boldest men in the sphere of design. Like Royce and Bugatti, Lancia had the advantage of instituting and developing his own ideas without restriction, coupled with a knowledge of road performance requirements which were on a very high level. Although Vincenzo Lancia died in 1937 the influence of his early originality in the Lancia concern persists to this day, as may be witnessed by the specialized design, performance and workmanship of present-day Lancia cars.

Between ALPHA and OMEGA

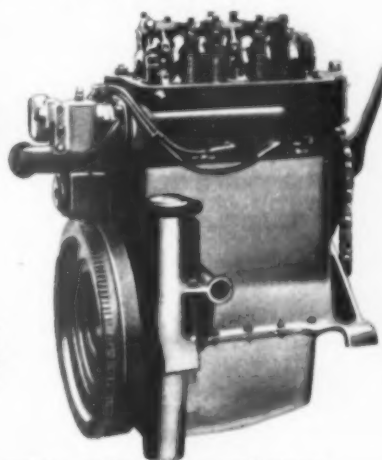
By **MAX MILLAR**

WHEN one comes to trace the history of design in the world of cars few names stand out over the years with such remarkable brilliance as that of Vincenzo Lancia, unless it be Henry Ford. But whereas Ford designed and built vehicles on a vast scale on an avowedly commercial basis with an enterprise that is unlikely to be surpassed in the future, Lancia broke new ground and struck out in an entirely different manner in a sphere of design which resulted in achievements that must rank similarly, the ultimate fruition of which can be seen in the individuality of the Lancia today.

Up to the period of the first world war the firm of Lancia produced a series of well-made but very conventionally designed cars, conforming with standards which, at that time, were considered to be classic all over the world. In 1919 Lancia built a 12-cylinder V-type engine, 80 x 100 mm bore and stroke, and of 6,032 c.c. capacity, as the first breakaway from the earlier in-line type of engine, but few were made and the design was not proceeded with because of the unsettled conditions prevailing at the time.

The main direction of Lancia design technique changed almost violently when the firm produced a new car, the Lambda*, which was in many major respects not only completely different from previous models, but which also was to innovate three important departures in design, namely, a narrow angle V-type engine, a stressed body-

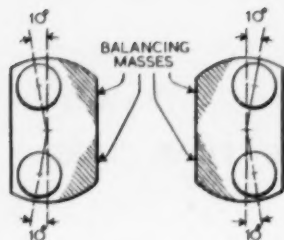
The earliest Lambda engine produced in 1922. Sparking plugs and main accessories were exceptionally accessible.



In discussing the Lambda engine some preliminary remarks must be made as to the aim of Lancia in designing a four-cylinder unit with the very narrow angle between the banks of cylinders; in order to assess the value of such a cylinder arrangement it is necessary to refer to the alternatives of a conventional in-line engine and a 90-degree V-type power unit. In his quest for a very short and rigid engine Lancia immediately dismissed the conventional in-line arrangement on account of the irreducible fore and aft dimensions of a unit having a given cylinder bore dimension, while the 90 deg four-cylinder V-type, although offering a much shorter crankshaft and overall length, exhibited too many disadvantages in respect of the immoderate width of the engine, long induction pipes, inaccessibility of certain components and general untidiness.

In planning the narrow angle power unit Lancia aimed at building an engine of the shortest possible length, and to do this he staggered one pair of cylinders at 13 deg from the other in his first engine, the angle being governed by the selected positions of the connecting rods on the crankshaft and the location of the cylinder bores in relation to each other. Various factors such as the bore and stroke of the engine, degree of connecting rod swing, length of piston, and suchlike affected the disposition of the cylinders, the centre lines of which met at a point well

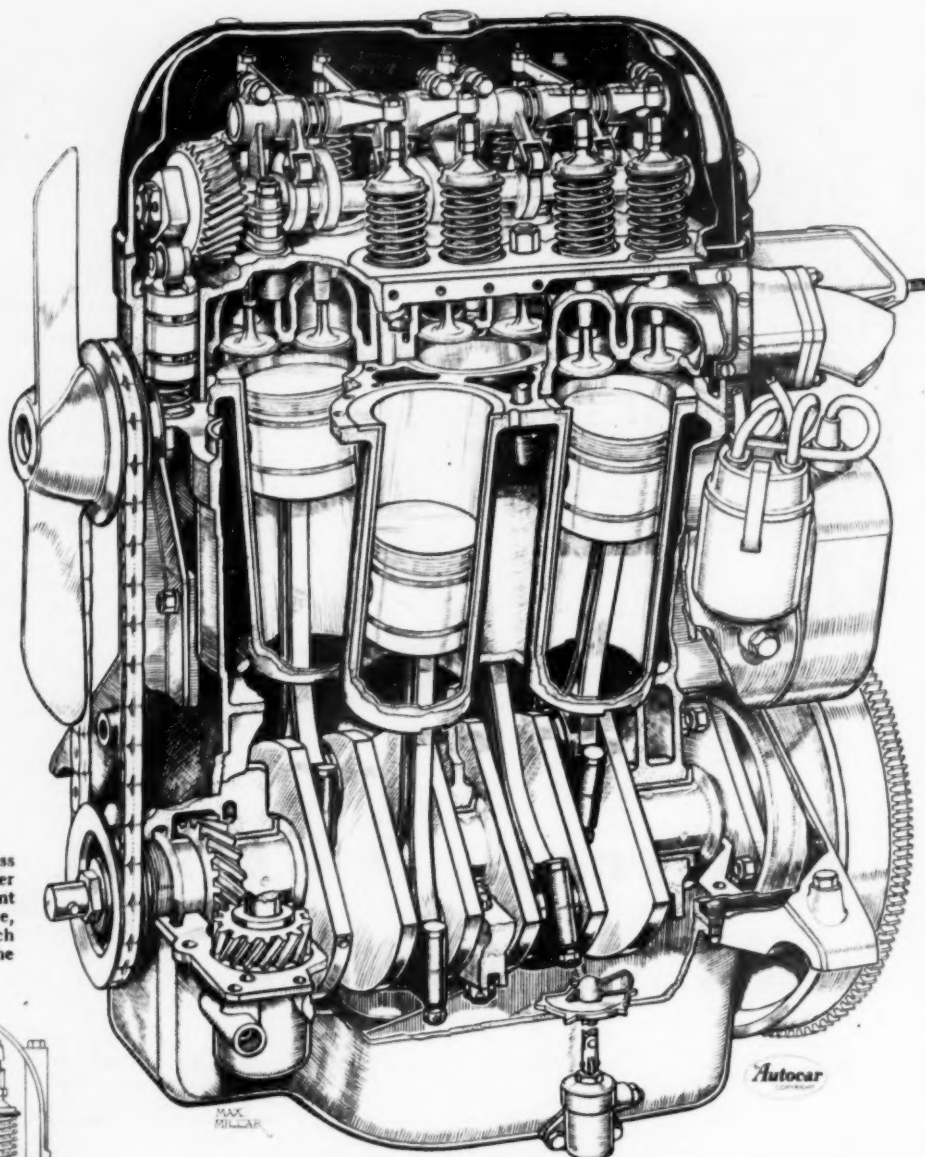
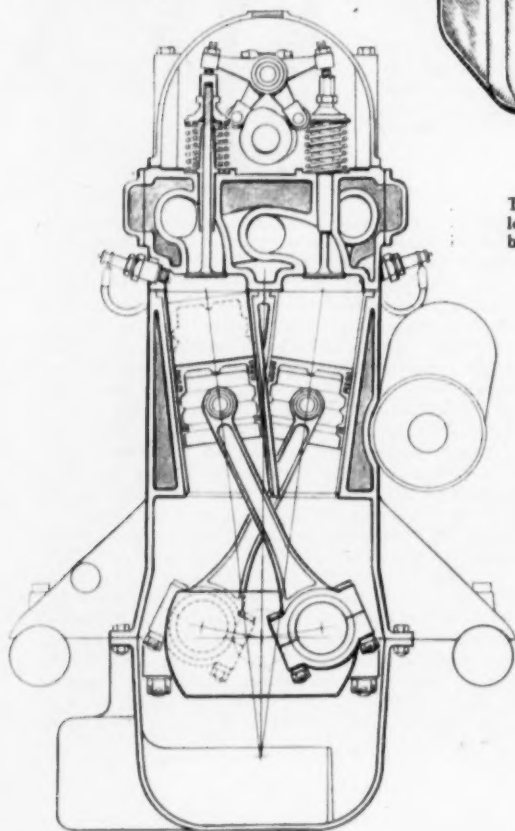
* The Greek letter Λ : Lancia used the Greek alphabet as a source of model names before and after the 1914-18 war.



Above are the setting of the crankpins in pairs, with the approximate balancing masses, and the numbering of cylinders in the Lambda, No. 1 cylinder being at the flywheel end. The firing order was 1, 2, 3, 4.

Between ALPHA and OMEGA . . . continued

The Lambda engine in cross section, to show the cylinder centre lines meeting at a point well below the crankshaft centre, and the connecting rods which have offset shanks to clear the cylinder bores.



The 2½-litre four-cylinder Lambda power unit of 1928 and a forerunner of the long series of highly successful Lancia engines. Exceptionally sturdy in build, the cylinders were set at an angle of 13 deg in a block only 15½in long.

below the centre line of the crankshaft, giving an inclusive angle of 13 deg, 14 deg and 13 deg 40 minutes according to the particular series of Lambda engine. In general it may be said that the engine is more readily visualized as a staggered four-cylinder unit rather than a V-type as ordinarily known.

Lancia, in adopting this design, immediately achieved some potent advantages, and it is not surprising that Lancia engines have been based on similar lines up to the present day. The short rigid crankshaft, located in a stiff box-like crankcase, well dispersed combustion chambers and the absence of external induction and exhaust manifolds are consequent advantages of such a design. Not only do the square cylinder block and head permit freer circulation of cooling water, but a single camshaft with rockers can be used in place of two separate sets of mechanism as would be required on a 90 deg V-type engine, while, of course, the Lancia valve gear is infinitely more accessible for maintenance.

Because the cylinder centre lines in the Lambda did not meet at the crankshaft centre, both banks of cylinders, right and left, were eccentric; the right bank had the

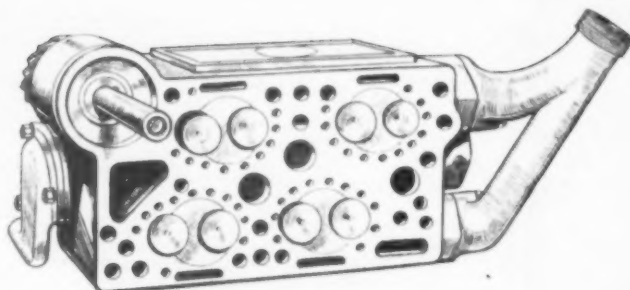
piston side thrusts increased by this setting while the left had the piston thrusts reduced. A further effect of this cylinder arrangement was the contra-balance effect between the two groups of pistons and connecting rods, but, in order to produce an approximately even period between power impulses, the crankpins were offset in pairs at 10 deg from the crankshaft vertical centre line. Thus there were two crankpins offset to the left for one pair of cylinders as seen in V formation and the other pair of crankpins were offset to the right. Despite the non-conformity between the cylinder and crankpin angles, the general smoothness of the engine did not seem to be impaired.

Firing Order

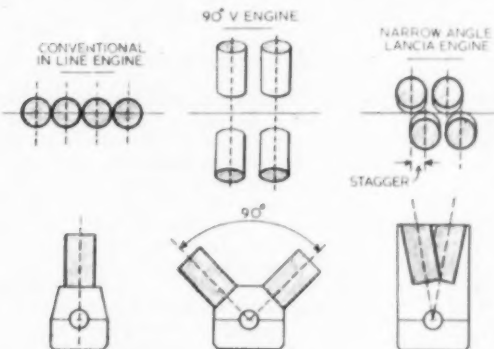
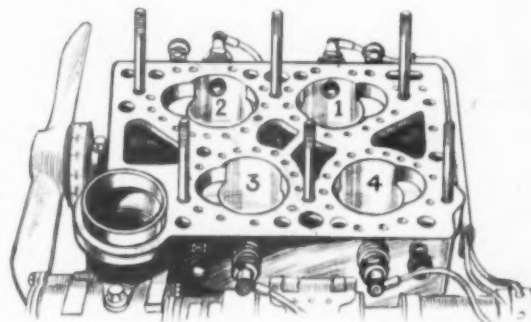
Lancia numbered the cylinders of the Lambda (and all other engines) from the rear of the cylinder block, commencing with No. 1 on the right side. The firing order of the Lambda was Nos. 1 and 2 on the right side and thence to Nos. 3 and 4, No. 3 being the forward cylinder on the left side. The order, therefore, went anti-clockwise around the block, two cylinders firing on one side of the engine, followed by the pair on the other side.

The earliest Lambda 67 engine was produced in 1922, having a bore and stroke of 75 x 120 mm with a capacity of 2,120 c.c., and a short description of it was published in *The Autocar* of September 29, 1922. The engine, which developed 49 b.h.p., was manufactured, with various modifications, in nine series up to 1931.

In the drawing opposite is depicted the Lambda of about 1928, the 8th series of this famous engine, an earlier version



The cylinder head lifted off the block of the early Lambda. The head was flat underneath, while the combustion chambers were located at the top of the cylinders with recesses formed on either side for valve clearance.



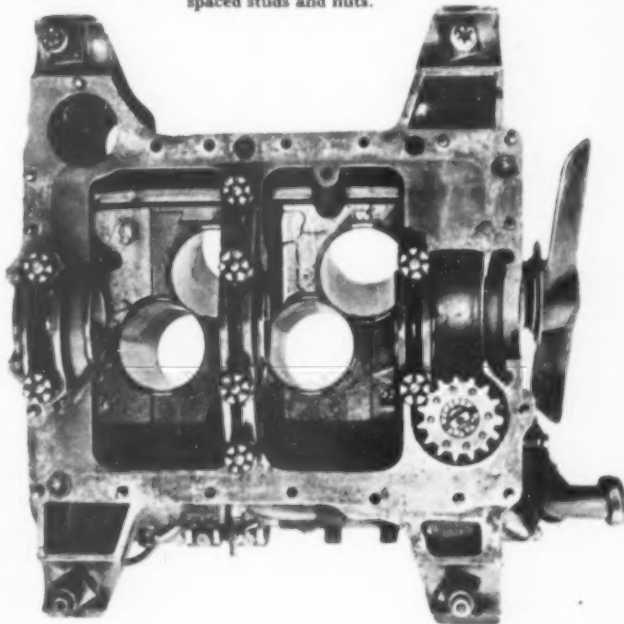
Three types of four-cylinder engines shown diagrammatically to emphasize the gain in length by the Lancia and in particular its advantage over the 90 deg V power unit. The amount of stagger of the cylinders is largely imposed by the angle of the V.

not being available for accurate illustration purposes. This later engine had a bore and stroke of 82.55 x 120 mm, the capacity being 2,570 c.c., and observation of the cross-section of the unit will reveal the extraordinary compactness and inherent rigidity of the crankcase and cylinder block, as well as the novelty of the valve and port arrangement in the head and the overhead camshaft and rocker gear. The aluminium cylinder block measured only 15½ in long by 9½ in wide, which is remarkable for an engine of above 2½-litre capacity, but the cast iron cylinder liners were cast in position, with the top flanges extended and shaped to conform with the contour of the offset combustion chambers. Undoubtedly, the possession of a first-class foundry in his own works greatly assisted Lancia in the production of these unconventional components, and, it may be noted that the Lancia reputation for beautiful castings, especially in iron, has continued throughout the years.

The crankshaft, running in three substantial main bearings, had six crankwebs to accommodate the four offset crankpins, and was machined all over as well as being drilled for the normal pressure lubrication. Owing to the long stroke

of the pistons, and the fact that one edge of the cylinder barrels is nearer the crankshaft than the other, the shafts of the connecting rods were set over in a very unconventional manner in order that they could clear the cylinder bores. In the first series engine the cylinder liners protruded from the water jackets to an extent which permitted the liners to be cut away to give clearance to the connecting rods, which were tubular and not set over as in the later power unit.

The staggering of the cylinder bores in the square cylinder block and the three crankshaft bearings; the centre bearing cap is very heavily braced to the crankcase by four widely spaced studs and nuts.



Between ALPHA and OMEGA

. . . continued

The unconventional Lancia connecting rod with offset shank.



Lancia located the valves vertically with ports leading to manifolds cast within the iron cylinder head. In the eighth series engine the combustion chambers were of conventional design, with a slight irregularity in shape created by the flat tops of the aluminium pistons at t.d.c., but in the prototype the combustion chambers were formed by lateral extensions of the cylinder barrel, the head being flat underneath. Both the single carburettor and twin exhaust pipe branch were bolted to the rest of the head, thus providing an unobstructed cylinder block on both sides with free access to



The carburettor was located between the exhaust V-branch, thus foregrounding hot-spotting.

The tables on this page give comparative data for Lancia engines through the years.

LAMBDA ENGINES

	1st-6th series 1923-1925 engine 67	7th series 1926-1927 engine 78	8th-9th series 1928-1931 engine 79
Bore and stroke	75 x 120 mm	79.37 x 120 mm	82.55 x 120 mm
Cubic capacity	2,120 c.c.	2,370 c.c.	2,570 c.c.
V angle of cyl.	13 deg	14 deg	13 deg 40 min
Compression ratio	5.1 to 1	5.15 to 1	5.15 to 1
Max. b.h.p.	49	59.4	69
at r.p.m.	3,250	3,250	3,500
Connecting rods	Straight, tubular	Offset	1 section
Diameter of valve	42.5 mm	42.5 mm	42.5 mm
Valve lift	11.5 mm	11.5 mm	11.5 mm
Carburettor	Zenith	Zenith	Zenith
Ignition	Magneto	Magneto	8th series: Magneto 9th series: Coil 12-volt

the four sparking plugs. No hot spot for the induction system was provided, the engine being designed many years before such a feature was introduced, but the location of the exhaust manifolds must have provided local warmth to the centrally disposed induction feed in the head.

The Lambda valves were nearly 8in long and threaded at the upper ends to take the cups for the double valve springs and the hexagon cap. The overhead-valve gear was designed on very generous lines, the rockers having ball-bearing rollers working against cams of large diameter. A four-lobed cam on the front end of the camshaft engaging an upright spring-loaded plunger in the cylinder head acted as a camshaft vibration damper, while the vertical shaft at the front end of the engine which drove the camshaft from the crankshaft had skew gear wheels of liberal proportions to give long life. On the left-hand side of the cylinder block the water pump, dynamo and magneto were driven in tandem from similar gears on the vertical shaft, the units being high mounted and readily accessible.

Lubrication

An extension of the vertical shaft drive was carried below to operate the oil pump in the sump, but a feature of the pressure lubrication system was the enormous oil filter fitted in an elevated position on the left side of the cylinder block where it could easily be dealt with. Near the filter was the tell-tale indicator for oil level in the sump, and at the rear of the valve gear a very small pump (driven by its own worm gear from the tail end of the camshaft) metered oil from a small gravity tank under the bonnet to maintain the level in the sump.

The general arrangement of the engine and all its details reflected the master mind of Vincenzo Lancia and his eminently practical approach to design, backed by his earlier racing experience. Many of the Lambda cars are still in existence, and the owners, almost without exception, have high praise for their exceptional general qualities. Similar tribute has also been paid by those owning Aprilia, Augusta and other Lancia cars.

	DILAMBDA	ASTURA 1-2 series	ASTURA 3-4 series	ARTENA	AUGUSTA	APRILIA 1st series	APRILIA 2nd series	ARDEA
Bore, mm	79.37	69.85	74.61	82.55	69.85	72	74.61	65
Stroke, mm	100	85	85	90	78	83	85	68
Cubic capacity	3,960 c.c.	2,604 c.c.	2,972 c.c.	1,925 c.c.	1,196 c.c.	1,351.6 c.c.	1,486 c.c.	903 c.c.
V angle of cyl.	24 deg	19 deg	17 deg 30 min	17 deg	18 deg 15 min	18 deg 6 min 40 sec	17 deg 40 min	19 deg 54 min
B.h.p.	100	73	82	55	35	47.8	48	29.2
Max. r.p.m.	3,800	4,000	4,000	4,000	4,000	4,300	4,300	4,600
Year of introduction	1928	1931	1934	1931	1933	1937	1939	1939

	AURELIA B10	AURELIA B21	AURELIA B22	AURELIA Gran Turismo B20 1st series	AURELIA Gran Turismo B20 2nd series	AURELIA G.T.2500	APPIA
Bore	70	72	72	72	72	78	68
Stroke, mm	76	81.5	81.5	81.5	81.5	85.5	75
Cubic capacity	1,754 c.c.	1,991 c.c.	1,991 c.c.	1,991 c.c.	1,991 c.c.	2,451 c.c.	1,090 c.c.
V angle of cyl.	60 deg	60 deg	60 deg	60 deg	60 deg	60 deg	10 deg 14 min
B.h.p.	56	70	90	75	80	118	38
Max. r.p.m.	4,000	4,500	5,000	5,000	5,000	5,300	4,800
Year of introduction	1950	1951	1952	1951	1952	1953	1953



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CORRESPONDENCE

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HIGHWAY CODE

It Can Teach Much

[65343].—A letter in *The Times* some time ago stated that, in the writer's district, the reply "No" to the question "Have you read the Highway Code?" on Form D.L.1 when applying for a driving licence, brings no repercussions.

Much has been written about the reduction of road accidents, and it is my contention that a lack of knowledge of the Highway Code is one of the chief contributory causes of them. I have elderly driving friends who almost boast that they cannot be bothered to read it, let alone study it—presumably because, as drivers of many years standing, they consider that it cannot teach them anything. I know three drivers in their late twenties who qualified to drive during the war years, and I very much doubt if they have more than a most superficial knowledge of the Highway Code. Again, do not many learners today regard it as a subject to be studied for an examination which, as soon as it is passed, can be forgotten? How many of us ever trouble to refresh our memory of its contents? Bad signalling, which you have emphasized, and lack of understanding and courtesy can be attributed largely to this omission, although the first of these is also because drivers are reluctant to wind their windows down, and the majority of manufacturers make car doors difficult to signal from even when the window is down. In S. C. H.

Davis' *Car Driving as an Art*, it is noteworthy that most of the illustrations of signalling are given from an open sports car!

Comparison has been drawn between the Highway Code and the rule of the road at sea, but every sea-going officer takes good care to keep himself up to date in the latter, for if he errs it may well mean the loss of many lives, perhaps a valuable ship and his "ticket" and, incidentally, his livelihood. What can be done to instill a similar sense of responsibility into the users of the more lethal transport on the Queen's highway?

Haywards Heath, Sussex.

OPTIMIST.

STARTING HANDLES

Still an Essential Piece of Equipment

[65344].—Is it too late to protest against the manufacturers' cheeseparating policy of not providing starting handles? No doubt engines do start more easily, and starting equipment is more reliable, but a single failure will cost the owner more trouble and cash than a starting handle would.

Moreover it is still good practice to turn over a stiff engine by hand on cold mornings, and this greatly lengthens the life of a battery. Without a starting handle, moreover, it is very difficult for the owner to adjust contact-breaker and tappet clearances.

Some of us still do these things, to the benefit of our cars and our pockets, and we resent the arbitrary way in which some makers deprive us of these facilities. It seems incredible that cars without starting handles can be sold to anyone living more than a mile or two from a service station. Are the makers indifferent to sales in the Dominions, or do they think their cars are fit only for urban conditions? Perhaps we shall

CORRESPONDENCE

continued

next be made to do without spare wheels, wheelbraces and jacks.

Your article on the Armstrong Siddeley company's ingenious electrical control for preselecting the gears on the Sapphire makes one wonder why the makers have not taken the further step of operating the gear change by a servo of some sort, controlled by a finger-tip switch. The gear-change pedal could thus be abolished and two-pedal control achieved.

Many years of driving Armstrong Siddeleys and R4leys fitted with epicyclic gear boxes and centrifugal clutches—a very sweet and reliable device—have convinced me of the virtues of this transmission.

FRANK HODGES.

Ashted, Surrey.

The Need for Proper Engine Maintenance

[65345.]—Your correspondents Mr. E. Addison [65323] and Mr. E. H. Ball [65324] surely overrate the difficulty of starting a car without a handle. Few American cars now have starting handles, yet weather conditions are far more severe than in England. I am sure that those who have starting trouble can blame only the lack of proper maintenance.

I have a 1938 Packard Six which has, of course, no handle, and which has never given any trouble during the three years that I have had it. This car has a twelve-volt electrical system and the battery is now three years old.

I have the car regularly serviced by the English concessionaires and the electrical equipment is kept in good condition. This particularly refers to the starter, which is so often neglected until it fails to start a car.

This car is very up to date in many ways though fifteen years old. It has, for example, the c.v.c. system which prevents overcharging of the battery—far more destructive than the starter.

A useful tip is to use an oil of lower viscosity in winter; I use Duckham's Q5500. My previous 1936 Packard refused to start on several occasions in frosty weather until I found that the wrong engine oil had been used.

G. R. WOODVILLE.

London, W.8.

MOTORING IN MINIATURE

Models in America

[65346.]—As a profound admirer of British cars and a subscriber to *The Autocar*, I find much of interest between the covers of your journal. I especially enjoy reading the letters in your Correspondence columns, and note with much interest that British driving problems are much the same as those found on this side of the Atlantic. We, too, have our overcrowded and out-dated highways, our over-zealous highway policemen, inexperienced and reckless drivers (as well as "creepers" who clog the roads and certainly are a prime cause of accidents).

Moreover, we are plagued by legalized parking meters, a form of motorist persecution which, I note, is happily illegal in England. You are indeed fortunate on this score!

I am a collector of scale-model toy automobiles, as well as a modeller of British and Continental sports and sports-touring automobiles. I have a complete collection of the current line of Dinky toys manufactured by Meccano, Ltd., and am especially interested in obtaining specimens of pre-war Dinky toy model automobiles. I wonder if any of your readers might be able to assist me? I am also interested in obtaining any other British or Continental toys which are true scale models of real automobiles.

As secretary of the International Association of Automotive Modellers, I invite correspondence from all individuals who are interested in the construction of scale model automobiles.

New York.

PHILLIP H. JENSEN.

[Letters will be forwarded.—ED.]

HAND SIGNALS

Further Fuel for the Fires

[65347.]—I feel that it is time to add some fresh fuel to the fires of that much-abused subject, hand signalling.

In the main I find myself in agreement with Mr. D. A. Varty [65270] and Mr. E. P. Lucking [65284], but I would like to point out a few salient facts with regard to the "slow-down" and "overtake" signals.

Let us try to rationalize the Highway Code a little here. The signal "I am ready to be overtaken" is probably the most used, and also the most misused one in the driver's repertoire; lorry

drivers use it to perfection. This signal simply states that the signaller is willing if the driver behind wishes to overtake. But surely it is far more sensible to take it at its face value and presume that it means, "O.K., come on, the road's clear." If a slow wave is used, there is plenty of time; if a quick one, it means, "It is all right if you put your foot down"; as Mr. Lucking says, lorry drivers are good judges of distance and acceleration.

If you come up behind a vehicle and prepare to overtake and receive the "slow down" signal, well and good; you tuck in behind, safe in the assumption that the driver in front knows you are there, and wait for the "all clear."

If you wish to stop at the kerb, you look in the mirror, give the appropriate signal, and stop; but what is the appropriate signal? According to the Highway Code it should be, "I am going to slow down and stop," a signal which can easily cause confusion. Suppose, for instance, that the driver behind you does not realize what you intend to do. He will draw up fairly close and wait for you to move off again, supposing that you have stopped because of something he cannot see. On the other hand, if you give the "overtake" signal when you are stopping, the driver behind will realize what is happening and will pull out and overtake.

Another misuse is employing the "turning right" signal whenever anything is overtaken. If the overtaker glances in his mirror before overtaking and sees another car coming up fast, he should stay where he is and let the other car through. If there is no car coming, why give a signal at all? If the cars are in convoy, unless the vehicle in front is a closed van, one can see through the rear windows of most cars exactly what is happening up in front—even the 57 varieties of hand signals that are probably being given for no reason whatever.

My advice is: use the mirror often and wisely, make signals only when necessary to do so, and make them quickly and clearly.

PAUL NADIN.

Godalming, Surrey.

ZEBRA CROSSINGS

Mesmerizing Effect of the Flashing Beacons

[65348.]—There has been considerable correspondence in *The Autocar* recently regarding the present system of indicating a pedestrian crossing.

To me, as an ordinary motorist, the flashing lights—whether synchronized or out of phase—have a mesmerizing effect, and only the utmost concentration will induce my eyes to look for any pedestrians who may be on the zebra crossings.

It occurs to me that the best way of illuminating these would be to have the present poles cut to a reasonable height, and a lamp with a reflector, attached at this height, projecting a beam of light along the crossing, thus illuminating any pedestrians who might be on it, as well as a fair depth of the pavement near the crossing.

Where the crossing is very wide, with an island in the middle, two such lights could be placed on the island. The orange globes, in use today, unlit, could be used to indicate the existence of the crossings in daytime.

L. HORN.

London, N.W.1.

OVERDRIVE

An Owner's Experience of Electric Operation

[65349.]—I wonder how many owners of the Triumph Renown who have had Laycock-de Normanville overdrive fitted are aware what a vast improvement, both in performance and also in the pleasure and interest of driving, can be obtained by the conversion to electric control which is now available?

The conversion is simple and can be carried out by any main distributor, even if no experience is available, and I would be pleased to give other owners the benefit of my own experience, my car being the first to be converted except, possibly, for conversions carried out by the makers.

The changeover converts the gear box to five speeds as overdrive is now available for second and, of course, top gear; the result is an excellent performance on overdrive second, when the acceleration from about 25 m.p.h. is delightful; about 40 m.p.h. is quite a comfortable speed especially up an easy hill, too steep for top at this speed.

One starts the Renown necessarily, of course, in bottom and at, say, 10 to 12 m.p.h. a manual change is made to second which is necessary only for a few seconds before changing electrically to overdrive second. Then in due course top is manually en-

gaged and at the same time the overdrive is disengaged; on reaching a speed of about 40 m.p.h. overdrive top is electrically engaged.

Thus five gears are in fact available and all are used as and when required; for instance, if the road is favourable one changes from overdrive second to overdrive top perfectly simply and easily, missing out top gear entirely.

The control is operated by any finger of the right hand which can naturally reach the switch handle. I frequently use the little finger; it is as simple as that.

The torque in bottom gear is higher than the overdrive unit can safely cope with and if it is engaged in reverse gear, the result is complete chaos. A cut-out switch, mounted on the steering column and spring controlled, is operated by the gear lever, and cuts the supply and renders the overdrive inoperative in bottom and reverse.

RENOWN M116.

Sale, Cheshire.

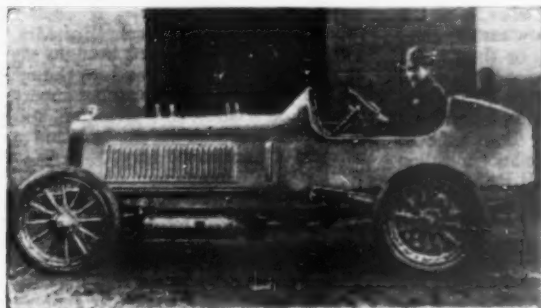
GORDON BENNETT DARRACQS

Interesting and Authoritative Information

[65350].—Perhaps younger readers of *The Autocar* may not be greatly interested in the place of origin of unsuccessful racing cars built nearly 50 years ago but, as a reader since 1897, I was pleased to see Mr. Kent Karalake's letter [65287] refuting the statement that G. and J. Weir, of Cathcart, Glasgow, made only the bodies for the British Gordon Bennett Darracqs in 1904.

It is true that John Marston, of Wolverhampton, had some connection with the Darracqs, but surely it would not invalidate the claim that they were built in Scotland even if that firm made some components for them? The cars were certainly never in Wolverhampton.

I was employed at Marston's Sunbeam car works at that time and the late Mr. T. C. Pullinger, works manager, was sent to



The Gordon Bennett Darracq referred to in letter [65350].

keep an eye on the progress of the Gordon Bennett cars, paying weekly visits to Glasgow by train for that purpose.

When the cars were assembled I made the journey from Wolverhampton to Cathcart in the first six-cylinder Sunbeam ever built to help Weir's staff to start up the 100 h.p. Darracq engines for the first time, as they had not been bench-tested.

This somewhat exciting operation kept us busy from dusk to dawn and the following evening I saw the three cars leave St. Enoch's station by special train for London.

The fact that the French Darracqs and their British-built replicas all failed to survive their respective eliminating trials was indeed poor reward for M. Darracq's enterprise. The photograph shows one of the Darracqs on the weighbridge at Weir's works just before despatch.

Points of interest are: the body, the detachable rim flanges, the live axle instead of the chain drive usual on racing cars of that period, and the steering column gear change lever.

Dumfries, Scotland.

JAMES REID.

DRIVING TEST

Years of Experience a Hollow Boast?

[65351].—I have often wondered whether certain of your correspondents realize that statements such as "I have been driving for 30 years" prove precisely nothing. Drivers of up to 30 years' standing are now "two a penny."

Some of the most atrocious driving I have seen has been on the part of people who have been on the road for many years.

I note that Mr. C. O. Pound [65299], who has held 28

driving licences, is not in agreement with your footnote to Mr. D. A. Varty's letter [65270]. I beg to differ. Your comment was undoubtedly "bang on." It does not seem generally appreciated that road users are not a pack of robots with standardized reactions.

Mr. Pound, by the way, falls into a common error when he attempts to relate the general driving standard with that of the test. Surely if people drove in a manner which was dangerous to others—when taking their test, that is—they would not pass? Your correspondent loses sight of the fact that it does not follow that, because a person drives properly during the test, he will drive in that manner henceforth and for evermore. It is only too obvious that this is not so.

The driving test aims at ensuring a reasonable degree of competence—what happens with a particular driver afterwards is a matter for the conscience of the driver and, in some cases, for the police.

Mostyn, Flintshire.

MORGAN JONES.

CATS' EYES

They are Invaluable

[65352].—Whilst not wishing to disagree in general with Mr. R. F. Selby's letter [65313], I find it absolutely impossible to agree with his suggestions regarding cats' eyes and white lines.

Surely nothing can be of greater assistance when driving long distances at night? Provided one drives at a reasonable distance inside the cats' eyes, no danger should exist from on-coming traffic and I find it very comforting to give a possible room on my left side to pedestrians or cyclists (with or without rear lights!), who are always a nightmare to motorists, especially when one is meeting other traffic.

As the footnote points out, they are invaluable in foggy weather and, at times, almost indispensable.

Donington, Lincolnshire.

R. T. GOODWIN.

EARLY RENAULT

History Required

[65353].—As the owner of a Renault, registration number FH 6 (De Dion engine No. 9754), I am very anxious to trace its early history and should be most grateful if any of your readers can be of help.

The car was first registered with the Gloucester County Council on January 1, 1904, by Frederick Goodwin Marner, 571, Manchester Road, Cubitt Town, London, E.

London, N.1.

P. FOTHERINGHAM PARKER

[Letters will be forwarded.—ED.]



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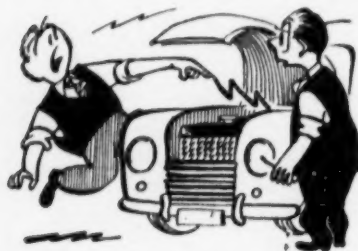
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SERVICE VIEWPOINT

When Icicles Hang

IT seems to be a matter of some difficulty to persuade most motorists that the preparation of a car for winter conditions should not stop at a change of engine oil and the use of anti-freeze solution. But these are the minimum precautions, and should be accompanied by several other modifications, if the car which ran pleasantly in midsummer is not to become an irritating and lifeless hulk in the chill of December. Bad starting is a perennial winter complaint, and, of course, it will be if no attention is given to the ignition. Over-generous plug gaps, which have lately seemed to become a fetish anyway, will present too much resistance to the passage of a spark when condensation and dampness offer an easier circuit for the current; similarly, frayed



"Offer an easier circuit for the current."

high-tension leads, which would contain the current in summer, will permit the ingress of moisture in winter and the spark will fail to arrive at its proper destination.

Remembering that the starter has to leave enough current for the coil to generate a spark, we should not be surprised if an inefficient starter, coupled with the stiffness of a near-frozen engine, consumes all the battery current and robs the coil. Neither should we expect the carburettor to supply an adequate mixture strength in frosty weather on the same setting which gave economical running in summer. An increase in jet size may even save petrol in winter, since excessive use of the choke will be avoided, and performance will be better at any given throttle position. The radiator which kept to a reasonable temperature in hot weather will almost certainly cause over-cooling in colder weather, and should be partially blanked off to ensure the maintenance of a reasonable working temperature. Preparation for winter is not a costly business.

"THE OTHER FELLOW'S POINT OF VIEW" ON THE SUBJECT OF MOTORISTS AND CARS

Auto-Economy

PERHAPS it would be a good thing for a prospective motorist to take a course of car care, concurrently with his driving lessons, for there is far more in good driving than the automaton operation of three pedals, a wheel and a couple of levers. It is all a matter of aptitude, and although I personally believe it to be mainly an inherent quality, it can no doubt be developed to some extent, if only the motorist will think a little more about what his car has to do. Take fuel economy, for instance, where driving aptitude, or the lack of it, is very easily detected. Mr. A might be able to get 25 m.p.g. from his car, and mentions this to his neighbour, Mr. B, who has never been able to squeeze more than 20 miles per gallon from a sister car. Mr. B rushes to his agent and complains of carburettor trouble, and refuses to be convinced, even when an independent consumption test shows that his car is quite economical. With all possible tact, the engineer will mention driving technique, whereupon Mr. B will deliver the usual homily about having driven cars since he was knee high to a grasshopper and will withdraw his custom with a show of great indignation. It happens every day.

What is the difference between A and B? Well, A will have the feel of the car, will know instinctively when it is running happily and economically, and will be tending always to throttle back instead of tending to accelerate; he will avoid crashing acceleration at all times, and will not rush from one traffic light to the next; above all, his subconscious will make him consider his car as a willing friend, and not as a recalcitrant slave.

Bless 'Em!

THIS matter of aptitude should be studied by those who love to argue about the virtues of women drivers; from a servicing engineer's point of view, the woman driver at large suffers a serious disadvantage compared with a male driver. Most men, at some time or other, have played with machinery in some form; it may have been a model

steam engine, a Meccano set, or even a bicycle, during which time the little woman has been playing with dolls, and nurses' outfits. Ergo, the male reaches manhood with at least a tolerance of mechanical things, while the female approaches the automobile with a hatred of machinery born, perhaps, on the day Johnny unwound a clock-work engine in her hair. There, in my view, is the fundamental psychological difference; on the one hand tolerance, and even love, of machinery. On the other, suspicion.

So while Mr. generally tries to understand the car, invariably Mrs. tries to conquer it, regarding it as a beastly thing which is liable to go back on her at the slightest provocation. Mr. might hear a strange noise, and feel immediate solicitude for the car; Mrs. hears the same noise, and decides that the wretched thing is deliberately playing her up, and forces on until something breaks. Of course, it doesn't apply to all women drivers. But Mrs. Tunesmith, who has been brought up on a diet of spanners and workshop manuals, would, without proper supervision, lose a wheel at Warrington, and drive to Edinburgh on the hub and a tempest of unreasoned fury.

Voltage Regulation

MANY knowledgeable readers have written to point out that the conversion from the third-brush type of dynamo to a unit suitable for automatic voltage regulation is not a simple matter of changing the leads and removing the third brush. There is the matter of the value of the field current to be considered, and many readers have written that this current may be almost twice as high in the three-brush dynamo, and will cause rapid burning of the voltage regulator points. Investigation has proved that they are right, and that, to carry out the conversion effectively, it is in most cases necessary to change the field coil, or even to have a new coil specially wound.

Now I am in deep disgrace, for this is a matter which I should have known all about, and I have no excuse whatever; at the time of writing the previous paragraph in *The Autocar* the systems converted had been working well, but suddenly, as if at a pre-arranged signal, they started to give trouble at exactly the same time as the reproachful readers' letters started to arrive. There is always the redeeming feature that I will know better in the future, but a few centuries ago such a false prophecy would have merited death at the stake!

TUNESMITH.

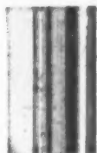
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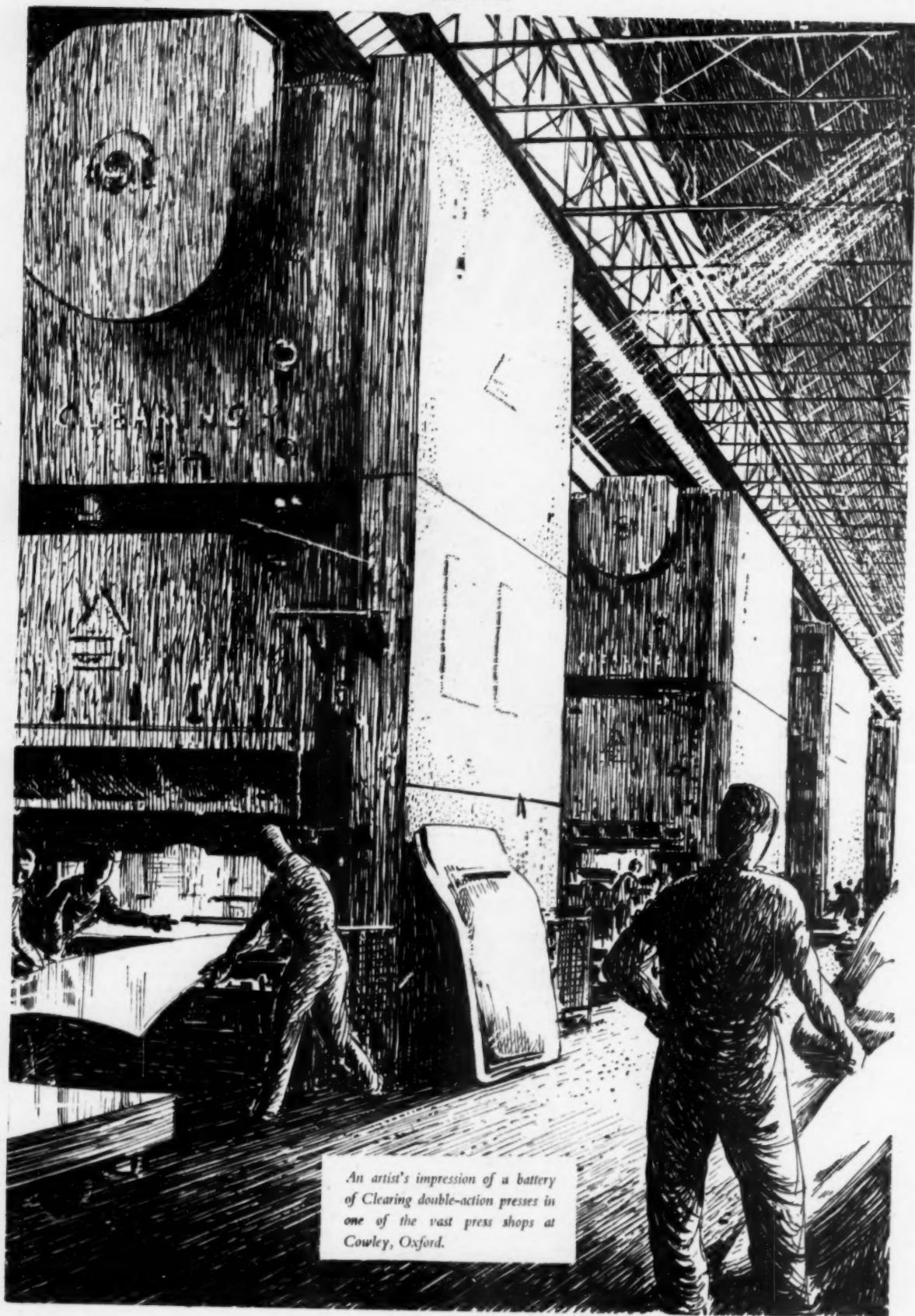


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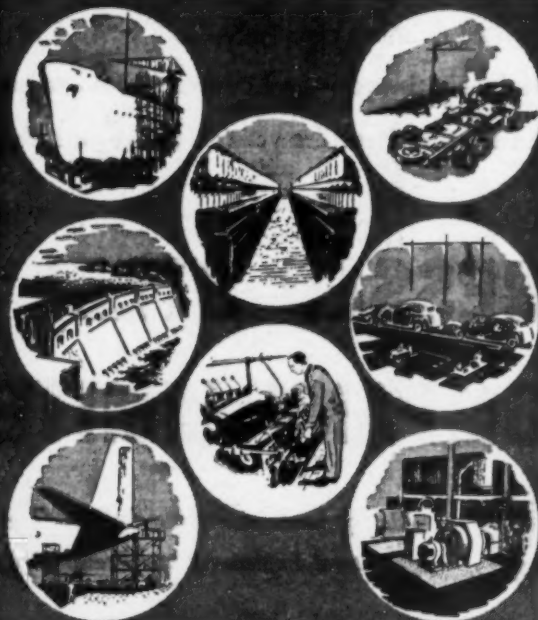
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THE SPORT

ON January 1 and 2 the classic Exeter Trial will take place, run as always by the M.C.C. (To the uninitiated, the initials M.C.C. stand for Motor Cycling Club, which was appropriate in the early days of the club, but which has since been extended to include sidecar combinations and cars.) There are over 300 entries, of which more than 130 are cars, and drivers have a choice of starting points including Kenilworth, Virginia Water and Launceston, the motor cycles being the first starters.

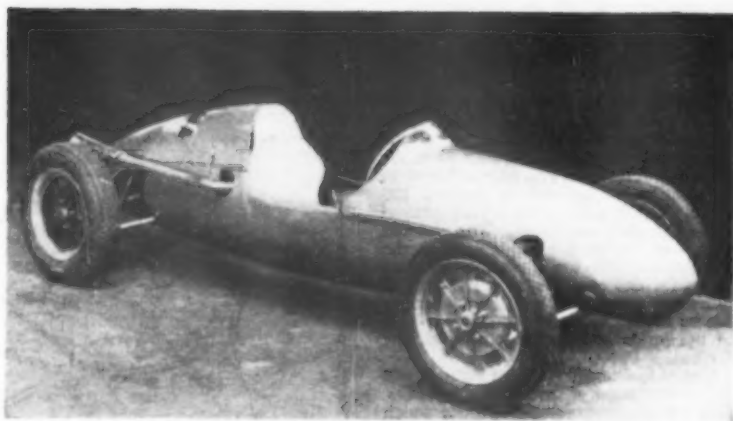
Honiton, Devon, is the point at which routes meet, then will come a course including Pin Hill, Exeter, Fingle Bridge, Bovey Tracey, Meerhay, Dorchester, and a final time check near Poole before the finish in Bournemouth. A dinner and dance will wind up the event, at which there is likely to be welcomed a number of newcomers to the event who will be additional to the scores of drivers and riders who have a go at every "Exeter".

IT is now known that Ferrari will compete in the major events in the coming season. From the time that Enzo Ferrari declared that he was retiring from the racing field it has been hoped that he was likely to change his mind. He did so on December 12 when, in Modena, he spoke at a dinner in honour of the Ferrari drivers. However, he is going to limit his firm's participation to major races, and he said that the task of defence of Italian prestige was incumbent on the big firms.

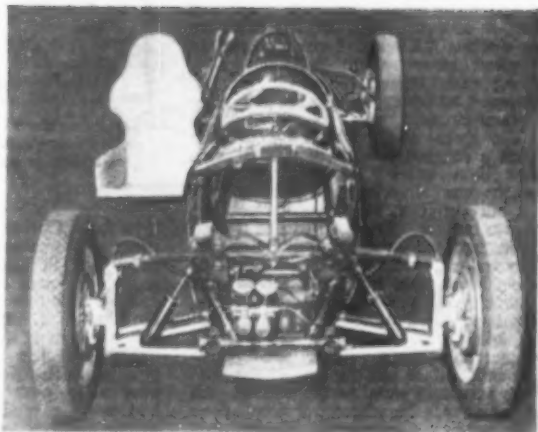
His speech was marked by his disappointment in the lack of support from outside his own company. As the man responsible for the cars which won the International Sports Car Championship of 1953, and had been driven by Ascari to his world championship victory, it was not surprising that he remarked on the absence of the president of the Automobile Club of Italy and the president of the Italian Automobile Constructors' Association, who also represent the industry in the Sports Commission, and of the other members of this newly appointed organization, who were all unable to attend. But it is good to know for certain that Ferraris will be seen again next year.

STIRLING MOSS has now made his plans for next season, and many readers will be disappointed to hear that he is to drive a Maserati in Grands Prix. He has so far stuck firmly to British cars, in spite of a number of offers made by foreign manufacturers, but now he cannot be blamed for thinking that there is not a great likelihood of a British potential G.P. winner appearing in time for this season. The car will be a 1954 Type 250 F 2½-litre unsupercharged model. However, the Maserati will be painted in green, the British colour.

Apart from formula 1 racing Moss will again be in the team of works Jaguar drivers, and will also drive the Norton-engined Cooper-Beat formula 3 car. It goes almost without saying that a full programme has been mapped out, including ten Grands Prix counting for the world championship.



The 1954 formula 3 Cooper is different in many respects from its predecessors, having a slimmer, lighter body as a result of the side tanks giving way to a single tank at the front, and a lighter chassis in which a more triangulated frame design is adopted. The front suspension has a shaped leaf spring which helps to locate the main transverse springs and has an anti-roll effect. Body and chassis together are nearly 50lb lighter, larger rear tyres are fitted, and a differential is available at extra cost.



A NEW rule worthy of mention applies to the Seventh International Rally of Lyon-Charbonnières. The Automobile Club du Rhône have decided that the category for strictly standard production cars (20 entries) should be reserved for competitors taking part in a rally for the first time. The idea, of course, is to ensure that beginners get some opportunity to compete; if all the entries were open to experienced drivers, they could not easily be allotted even in small numbers to novices.

that was directly attributable to the breakage of a vital part of the steering gear.

Next year's race has been fixed for May 30 under the same rules as were applied this year, and negotiations are in hand to obtain British competitors. The only British victory in this event was that of Frazer-Nash in 1951.

ODD that there should be a connection between 1066 and modern Grand Prix racing! When William shared the spoils among his victorious Normans, a manor, which belonged to one Shobington the Saxon, was allotted to a Frenchman. But something about this country breeds very obstinate men and Shobington mounted all his followers on bulls and routed the pompous Frenchman in one spectacular charge. William had a sense of humour, so Shobington retained his manor and acquired the surname Bulstrode.

On this same estate, which stands at Gerrards Cross, some 30 miles from London on the main London-Oxford road, there may shortly be a seven-mile road racing circuit complete with stately home as clubhouse, acres of garden, fish ponds, and so many outhouses that 20 complete teams could be accommodated with ease. There is also an authentic family ghost.

The project is largely the brain-child of Colonel Michael MacEvoy, who will be remembered by those who visited pre-war

THE oldest road race in the world, the most romantic, the most searching for both men and machines, the slowest, and the least dangerous, is the Targa Florio, in Sicily. These were some of the points brought out by Commendatore Vincenzo Florio at a recent gathering in Paris, attended by such old-timers as Goux, Divo, Thomas, Wagner, Dubonnet, and a number of others.

Run for the first time in 1906, when Florio and several of his friends were among the starters, the Targa Florio has been held 37 times. The circuit, which is roughly 45 miles round, comprises more than 800 distinct bends, this accounting for the low record average of approximately 50 m.p.h. set up by Maglioli. In the 37 races over this mountainous course there has been only one fatal accident, and

THE SPORTcontinued

Donington. In the first instance, the 2.2-mile circuit shown in the map will be built. It will be 30 feet wide on the straights, 35 on the curves, and 40 in the pit area. This plan has been adopted in anticipation of lap speeds nearing 100 m.p.h. The bends will be heavily banked to assist high lap averages. The pits and start will be at the beginning of the straight but not too near the previous curve, for obvious reasons. The land is admirably contoured so that spectators can be accommodated in enclosures both on the inside and on the outside of the circuit.

One of the more important features will be a maximum of entrances and exits. This will eliminate the dense traffic which normally prevails at race meetings. As soon as the initial circuit is ready, work will start on an extension which will make the lap distance 4.8 miles. Later, perhaps, an involved inner section will be added, giving an additional 1.2 miles. Further proposed additions include another three miles of circuit.

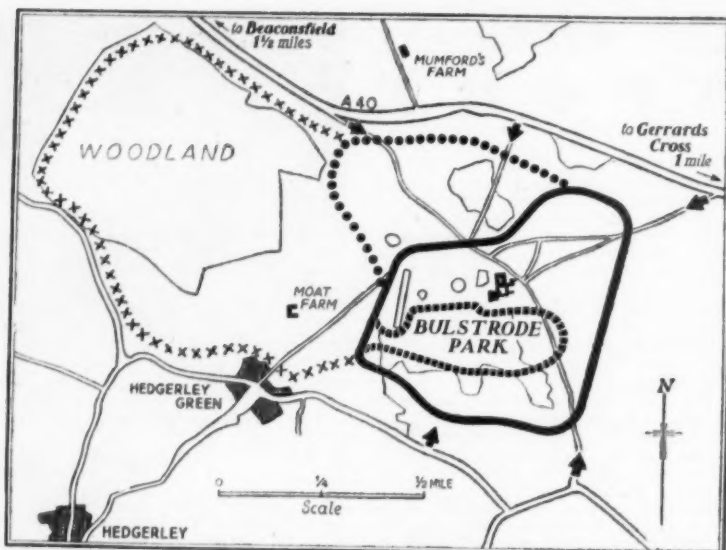
The three things which always arise when a suggestion such as this is made have been suitably reviewed; they are finance, cost of surface construction, and, last but not least, local opposition. The finance is there. The road will be laid on virgin land, and the soil will be chemically treated by the A.S.P. Chemical Co., whose laboratories are at Bulstrode. Such treatment will allow the project to be completed speedily and the normal top surface can be laid inexpensively. So far, the promoters have met with no local opposition and, in fact, the majority of the residents appear to welcome the scheme. All that remains is the outcome of negotiations with various Government departments whose consent must be obtained.

Nevertheless, there are tremendous possibilities for a first-class racing circuit which in no way resembles an airfield track. The length, too, will bring back the atmosphere of racing as it was in pre-war days. The present owner of Bulstrode is Sir John Ramsden.

SEASONAL spirit was cleverly introduced into the Christmas Trial run by the North London Enthusiasts' C.C. last Sunday, which finished at Beaconsfield, near the proposed Bulstrode circuit, in

COMING SHORTLY

- DECEMBER 26.**—M.G. Car Club (S.W. Centre). Cecil Kimber Trophy Trial, Mile 3 Road House, near Bristol, 11.30 a.m.
- 27.**—Cambridge 50 C.C. Mystery run, Market Place, Cambridge, 10.30 a.m.
- 30.**—Hpping Forest M.A. Film show, St. Mary's Hall, 201, High Road, Loughton, Essex, 8 p.m.
- JANUARY 1-2.**—M.C.C. Exeter Trial. Cars start January 2 from Kenilworth, 12.08 a.m., Virginia Water, 1.24 a.m., and Launceston, 2.39 a.m.
- 2.**—Wolsley Hornet S.C. Inaugural meeting of Yorks and Lancs area. King George Hotel, Doncaster, Yorkshire, 7 p.m.
- 3.**—East Anglian M.C. and London M.C. Motocourse, Chalkney Wood, Earls Colne, Essex, 11 a.m.
- 3.**—Eastwood and D.M.C. New Year map reading trial, Market Place, Ripley, Derbyshire, 10.30 a.m.
- 3.**—Sporting Owner D.C. Autocross, London Gilding Club, Dunstable, Bedfordshire, 12.30 p.m.



The thick black line indicates the initial circuit at Bulstrode Park. The round dots show the proposed addition of 2.6 miles, the square dots the inner section which would give a further 1.2 miles, and the crosses a possible extension of 3 miles. The plans are described on this and the previous page.

time for a Christmas lunch. The whole event was non-chassis breaking and to encourage an appropriate family atmosphere an extra mark was awarded for each occupant of every car additional to the driver. Closed cars were given a special bonus of five marks.

The first test was of the humorous type in which driver and front passenger were in each other's seat at the start. They had to do a quick switch round before getting under way to what might be called the inevitable line B. A rolling test followed and then came a fairly easy observed section on a leafy, rather muddy hill on a bridle path. The next effort, a fore-and-back, fore-and-back at a fork road caused some amusement, but at the final test some embarrassment was evident, although all that was required of drivers was a restart on a hill. A "hockey stick" device showed, via a lamp, the slightest rolling back.

However, when Beaconsfield was reached the prizewinners were applauded sufficiently well to drown the self-conscious murmurings of those who had made a mess of it. Results (provisional) were:

Premier Award: Sunbeam-Talbot (G. R. Linday), 42.5 marks lost. **First-class awards:** Austin (J. G. Haden), 49.8; Ford (S. L. Pipe), 51.2. **Second-class awards:** Ford (G. H. Macdonald), 52; M.G. (K. G. Jones), 52.4.

LAST Sunday the 750 M.C. ran their Wrotham Cup trial, in which R. Chappell, who recently won the championship of the British Trials Drivers' Association, emerged as victor. He beat M. R. B. Cannon by six points. The event was held in Kent and it included ten observed sections which were sufficiently severe to make the results of the special test unnecessary in selecting the winner. Provisional results are as follows:—

Wrotham Cup (best performance): Cotton III 1.172 (R. Chappell), 11 marks lost. **1.172 Award** (best 1.172 c.c. car): M. and H. Spl. (C. H. Harris) 47. **Aggregate Award** (best performance of last year and this year together): Cannon Spl. 1.172 (M. R. B. Cannon), 17. **Walsingham Cup** (best Seven-Fifty M.C. member driving 750 c.c. car): Austin 747 (J. Hargreaves), 96. **First-class awards:** Cannon Spl. 1.172 (M. R. B. Cannon), 17; Delow Spl. 1.172 (E. W. Vero), 41; Squire 1.172 (P. F. Highwood), 44. **Second-class awards:** Cyclops 1.442 (G. Pentony), 46; Price Spl. 1.172 (D. W. Price, jun.), 47.

IT will be remembered that among the furniture and fittings of the B.R.M. *équipe*, when the cars were run by the B.R.M. Research Trust, there was a magnificently appointed mobile workshop. This piece of equipment was given to the Trust with the proceeds raised by a fund organized by the Midland Automobile Club. When the cars were taken over by the Rubery Owen organization the mobile workshop was bought by Mr. A. G. B. Owen for £2,000. The donors to the fund were allowed to choose how their refunded money should be used, and the M.A.C. has recently published the following account. *Donations refunded in full on instructions of donors (clubs, members, equipment firms):* £896 0s 2d. *Donations to British Motor Racing Relief Fund* £857 2s 1d. *Donations to Owen Racing Organization:* £245 17s 3d. *Cheque book and Bank charges:* £1 0s 6d. *Total:* £2,000.

IT is with great regret that the death is recorded of Dr. Gerald (Bob) Ewen, of Twickenham, at the early age of 43. For a long time he had been one of the most colourful members of the Vintage Sports Car Club and its committee, and those who were not fortunate enough to know him personally will have seen or heard of his famous 12-litre Itala which was such a regular participant in V.S.C.C. meetings. *The Autocar* is sure that readers will join it in extending sympathy to his widow and two young daughters.

DIFFICULTIES threaten plans for the construction of a motor racing circuit at Aintree, beside the horse racing course. The snag is a footpath which is a public right of way, and which the Minister of Housing has now said may not be diverted unless he is satisfied that the new path would not be less convenient than the old one. However, permission for a diversion may yet be forthcoming.

FROM America comes the information that the organizers of the International 12-Hour Race to be held at Sebring, Florida, on March 7, are optimistic about getting more European teams to take part than they had last year. It will be remembered that last time Aston Martin and the French D.B. were represented. According to the secretary of the meeting, Stirling Moss,

plans to enter, but no reference is made to his mount. The course will be the same—5.2 miles long—and the regulations are expected very soon.

THAT strange motoring event, the Coupe Giovanni Agnelli, in which half the course is covered by car and the

rest on skis, will again follow immediately after the Turin A.C.'s Sestriere rally. The rally starts from Turin on February 21, and passes through Monza, Tresenda, Trento, Bologna, Rieti, Vermicino, Napoli, Rieti, La Spezia, Imperia, Turin and Pragelato, and ends at Sestriere with speed and regularity tests on a mountain circuit for the first ten in each class. On the rally route there are to be five other sets of such tests.

Entries will be limited to cars coming within the new production touring car international regulations, and are to be grouped in seven classes. Entries and fees have to be in by January 30, via the national club of the entrant.

The first prize for the outright winner is an 1,100 c.c. Fiat Berlina, and there are appropriate cups and cash for class winners.

CLUB NEWS

Pembrokeshire M.C.—There was no road section in the Autumn Rally held on December 6, 1953. The entire event was confined to driving tests. Five tests were staged on Withybush aerodrome and called for a high standard of driving. Every test had to be negotiated twice by each competitor and the event was won by the club secretary, G. F. Reason Jones, who drove an M.G. TD.

Lancashire A.C.—Against apparently superior opposition, H. N. Astley drove a 1933 Alvis to victory in the night rally staged on December 5-6. Blackburn was invaded on the evening of December 5 when 77 cars congregated at the start. Mrs. A. Hall won the Coupe des Dames. In place of her famous XK120, Mrs. Hall drove an M.G.

W.H.S.C.—Extending the activities of the organization to the Yorkshire and Lancashire area, the Wolseley Hornet Special Club is holding an inaugural meeting on January 2, 1954. Venue will be the King George Hotel, Doncaster, at 7 p.m. Members are requested to attend *en masse* so that the new area may get off to a good start.

E.F.M.A.—A film show will be held in St. Mary's Hall, 201, High Road, Loughton, Essex, at 8 p.m. on Wednesday, December 30, 1953. The Routes film, "Overland Ordeal," will be shown in addition to two others. There will be a repeat performance of the Shell production "Mille Miglia." Everyone is welcome and admission is free.

Alvis O.C.—Kenneth R. Day is now general secretary of the Alvis O.C. and all communications concerning the club should be addressed to him at 31, Lawrence Avenue, New Malden, Surrey.

North Midland M.C.—The results of the Autumn Sporting Trial, held in Derbyshire on Sunday, December 6, are as follows:

Best performance: Ford Spl. (A. Richardson), 17 marks lost. **Committee Cup (second place):** Cotton (J. Broadhead), 18. **Club Cup (third):** Ford Spl. (H. Illingworth), 21. **Souvenir awards:** Le Tour (R. W. Phillips) and E.R.H. (R. Oakes). **Norton team award:** Harford (E. Dible), Cotton (J. Broadhead) and Ford Spl. (H. Illingworth).

Worcestershire M.C.—A successful winter rally was run recently. Twenty-six competing cars covered over 80 miles in the county of Shropshire. Specialized tests ensued and a regularity test was included. The final check point was in the driveway of the Park Attwood Hotel, Trimley, and 84 persons were afterwards catered for by the hotel staff.

Provisional results: Best performance: M.G. TD (R. M. E. Mayall). Class 1 (saloon cars): J. Jowett-Jayvein (C. W. P. McKean). 2. Rover 12 (M. C. Price). Class II (sports cars): 1. Morgan Plus Four (A. L. Yarraton). 2. Morgan Plus Four (W. A. O. Goodall).

Allard O.C.—The annual dinner and dance will take place at Frascati's Restaurant, Oxford Street, London, W.1, on January 12, 1954, to which all members are invited. After dinner the various club awards for the year's events will be presented. Tickets, costing £1 17s 6d each, can be obtained from Pat Downey at the club headquarters, 24-28, Clapham High Street, London, S.W.3.

Hagley and D.L.C.C.—The controversy of trials versus rallies was successfully resolved on Sunday, December 6, when the club incorporated a trial and a rally in its Shropshire event. Start of both sections was from the Lytleton Arms, Hagley, from 10 a.m. Rally drivers had an interesting time finding their way along a route through Kinver and Tenby, and back to Worfield for lunch. The afternoon run took them via Ludlow and Clee Hills to the finish, at Hagley. Most difficult control to reach was one situated on the top of Long Mind, as there seemed to be no road leading to it. Best performance was put up by Peter Anton, in an M.G., who lost one mark; a second class award went to H. Hamilton (Dellow), four marks lost. Competitors in the trial tackled as their first section, Quarry, a grassy slope which proved easy; the following sections, Gibbett Wood I and II, were also long steep climbs, winding through trees; about half the entry managed to retain clean sheets. After a driving test in a very slippery farm yard, there was a hill-climb at Worfield; after lunch competitors tackled the same hill again, which was by this time in a much more sticky condition. From here, the course lay across the previous sections of the morning, which had been modified to make them more difficult. Winner was A. E. Marsh, in a Dellow. First class awards: Atkinson Spl. (F. Lewis), Cranford (J. Deeley). Second class awards: Blandford (W. G. Tinsley), Ford Spl. (F. D. Woodall), Oliver (L. J. Oliver).

Riley M.C. (London Centre).—The results of the night navigational rally, held on December 5-6, are as follows:

Best Performance: Riley 2½-litre (G. Howard-Sorell), 105 marks lost. **Run-up:** Riley 1½-litre (J. K. Evans), 160. **Standard awards:** Riley 2½-litre (L. W. Raper), 190. Riley 1½-litre (Group Capt. N. G. Goddard), 235. Riley 1½-litre (J. Williamson), 275. Riley 2½-litre (A. E. Williamson), 425. Riley 1½-litre (P. E. Bick), 435. Riley 1½-litre (A. W. Hagger), 495. Riley 1½-litre (E. Steele), 525. Riley 1½-litre (Mrs. O. J. Johnson), 600. Riley 2½-litre (G. H. Grace), 600.

Chiltern C.C.—The first section of the annual Chiltern Hills Trial, which started from Marlow on December 6, was a motor-cross over some steep gradients in a local lime pit. N. H. Overton, in his Overton Special, and H. Tucker Peake (Tucker-M.G.) put up the fastest times. There were 31 starters; most of them managed to conquer the next section, High Heavens Wood, without loss of marks, but Burford Wood defeated everyone. At Shillingridge spectators had a better time than competitors, as many of the sections remained invincible. After the lunch stop, the entry tackled three sections at Dell's Wood. The eighth section was the most difficult; only two competitors, G. Pettit and H. Hopkinson, managed to get their front wheels above sub-section 8. Tea followed, at the King's Arms, Stokenchurch, when the following results were announced:

Chiltern Hills Trophy (best performance): Dellow Spl. (E. W. Veru). **First-class awards:** Cannon (M. R. P. Cannon), Imhof (J. K. Lettis), J.C.S. (J. C. Smith), Ford (A. M. Erskine), Tucker-M.G. (H. Tucker Peake). **Second-class awards:** Austin-Ford (H. Hopkinson), Chandler (E. J. Chandler). **Chiltern Member's Award:** Gregory (C. G. Gregory).

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1952 STANDARD Vanguard saloon, heater	£585
1950 WOLSELEY 6.80 saloon, heater	£525

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1952 CITROEN saloon, black/red leather, one owner, 11,700 miles	£725
1951 AUSTIN Sheerline saloon, black/beige leather with covers	£675
1953 HILLMAN Minx saloon, black/brown leather, 550 miles	£667
1951 STANDARD Vanguard saloon, blue/red leather, heater, 16,000 miles	£495
1953 HEALEY 2½-litre saloon by Tickfords, grey/red leather, radio, 9,500 miles	£1,225
1952 SINGER "1500" saloon, black/beige Vynide, loose covers, 11,000 miles	£575
1952 MORRIS Oxford saloon, black/maroon leather, one owner, 12,300 miles	£595

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1950 DAIMLER 27 h.p. chassis fitted Freestons & Webb, semi-racer edge owner-driver saloon. Total mileage from new 7,000. One owner. Cost £3,200 new and offered at	£1,585
1953 (Oct.) AUSTIN Sheerline saloon. Works mileage 200 only	£1,405
1953 (Nov.) AUSTIN HEALEY 100, 400 miles. Quite as new	£1,065
1951 ALVIS 2 litre drophead coupe, Snow shadowed leather and red Mollorod hood. Whitewall tyres. Just passed out by makers	£1,185
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1951 ARMSTRONG SIDDELEY Whitley saloon. One owner	£735
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IN BRIEF

The presidency of the Institution of Engineering Designers has been accepted by Lord Nuffield.

Mr. E. Chester Peet and Mr. J. P. Berkin have been appointed directors of the Shell Petroleum Co., Ltd., and the Anglo-Saxon Petroleum Co., Ltd.

Mr. A. Rayment, the chairman of Car Mart, Ltd., recently left London airport for Livingstone, Northern Rhodesia, for the start of a business tour.

Ford service weeks will be held in Cornwall during January as follows: January 11-16, Truro Garages, Truro; January 25-30, R. L. Dale and Son, Falmouth.

Originally planned for November 12, the annual dinner of the West Midland division of the Motor Agents Association will now be held on Tuesday, February 2.

At the Llandarcy refinery of the Anglo-Iranian Oil Co., Ltd. the output has risen to over 4,000,000 tons a year, compared with about 360,000 tons a year before the war.

A. Waldron, Ltd. are to build a petrol and service station at Barnes Hill, Weoley Castle, on a site leased by the Birmingham Corporation Estates Committee. A new subsidiary company has been formed to manage the new premises called California Garages, Ltd.

Mr. John A. Clark and Mr. Michael W. Clark have been appointed directors of the Plessey Co., Ltd. Mr. J. A. Smith, formerly a director, has retired because of ill health. Mr. W. F. Cross has been appointed joint secretary of the company with Mr. E. H. Ouston.

A booklet called "Modern Motor Tune-up" has been published by Crypton Equipment, Ltd., Bridgwater, Somerset. It deals with the meaning, purpose and value of modern methods in car servicing. It is available on request from Crypton Equipment, Ltd., without charge.

S. Smith and Sons (England), Ltd. have made an application for Treasury consent to the capitalization by the company of £1,084,117 reserves by paying up 5,420,585 new ordinary shares of 4s each, to be issued to ordinary shareholders in the proportion of three new shares for every five held.

On behalf of Associated Engineering Holdings, Ltd., and at the request of Indian Pistons, Ltd., a subsidiary, Mr. J. W. Howlett, O.B.E., sailed on December 18 for a short visit to the Indian Pistons plant in Madras. Mr. Howlett is chairman and managing director of Wellworthy, Ltd., one of the companies in the Associated Engineering Holdings group.

Mr. Herbert Mortimer Guiterman, chairman of S. Guiterman and Co., Ltd., died recently at the age of 76. In the early part of his career he was in the New York office of the associated company, returning to England in 1902. He became a director of the parent concern and he succeeded his father as chairman in 1922.

Mr. I. J. Toledo of Ealing, London, W.5, a student at the College of Aeronautical and Automobile Engineering, has been awarded the college's automobile engineering diploma.

Colonel A. C. R. Waite is relinquishing his deputy chairmanship of the Austin Motor Export Corporation and has reassumed London directorship of the Austin Motor Co., Ltd.

The Lago Talbot which won the Australian Grand Prix on November 21 in the hands of D. Whiteford was fitted with Dunlop tyres. The Alfa Romeo driven to victory in the Albert Park Trophy Race by L. Davison was similarly equipped.

More than 5,000 children of employees of the Standard Motor Co., Ltd. will be sent to see a pantomime in Coventry as their Christmas party. As the company is bearing the cost of the entertainment, the workers decided to support this action by a collection of funds to present each child with a Christmas present.

A final dividend of 17½ per cent, making a total for the twelve months ended on July 3 of 30 per cent. less tax, has been recommended by the directors of Coventry Radiator and Presswork Holdings. In the previous year a final dividend of 15 per cent was paid, making a total of 25 per cent less tax. The group trading profit was £812,911 (£982,566 previously) and the net profit was £323,402 (£342,065 previously).

With regret the death is recorded of Mr. George H. Upjohn, until recently managing director, and for a short period chairman, of Stewart and Arden, Ltd. He retired last October after a life in the motor trade which began in 1915. He became general manager of Stewart and Arden in 1918 and later managing director. On the death of the founder, the late Mr. Gordon Stewart, early in 1952, he was elected chairman. Mr. Upjohn was 60.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16803. Type 326 B.M.W.
"J.H.H."—All possible information and a handbook.

No. 16804. 1931 10 h.p. Swift
"G.W."—Hints on maintenance, and a handbook.

No. 16805. 1939 2-litre Triumph Dolomite
"N.H."—Maintenance advice, general information and a handbook.

No. 16806. 1939 Rover Twelve
"J.H.H.G."—All possible information and a workshop manual.

No. 16807. 1938 1½-litre M.G.
"G.W."—Any available information and a handbook.

No. 16808. 1933 Riley Nine Ascot
"D.E.G."—General information and a handbook.

No. 16809. Handbooks Required.
"L.F."—1939 1½-litre Jaguar; also workshop manual.

"D.W.B."—1935 Daimler Fifteen.

"T.P.J."—1937 Rover Fourteen.

"E.E.T."—1937 Rover Twelve.

"W.B."—1947 Series III Wolseley Twelve; also workshop manual.

"G.W."—1937 Austin Ten.

"K.T.A."—1936 1½-litre Riley Kestrel.

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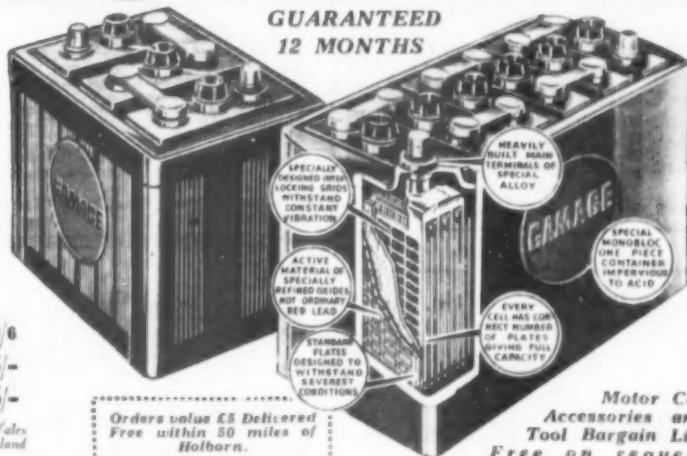
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53 ARMSTRONG Hurricane coupe, blue.....	£925
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53 FORD Prefect saloon, black/green.....	£510
53 AUSTIN A70, beige, sun roof, htr.....	£725
53 JOWETT Javelin de Luxe saloon.....	£595
52 FORD Prefect, beige, brown hide.....	£475
52 FORD Consul saloon, duo beige.....	£625
51 AUSTIN Sheerline, grey, rad., htr.....	£775
51 FORD Zephyr, silver grey, radio.....	£595
51 VAUXHALL Velox, grn/brn., htr.....	£495
50 AUSTIN A70, duo blue, sun roof, htr.....	£535
50 HUMBER Super Snipe sal., blk/brn.....	£545
49 SINGER 1500 saloon, blk., heater.....	£475
48 VAUXHALL 12, blk/brn., sun roof.....	£365
48 MORRIS 8 saloon, 4-door, grey.....	£365

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New 6/80 WOLSELEY saloon, metallic chrome-grey.

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1952 TRIUMPH Mayflower saloon, heater, loose covers, one owner... £475.

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1949 STANDARD Vanguard, radio and heater... £415.

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New **MORRIS** Oxford saloon
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A few examples:

1952 AUSTIN Sheerline sal., 14,000 mls.	£895
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STANDARD Vanguard '49. Well maintained. Smart	395
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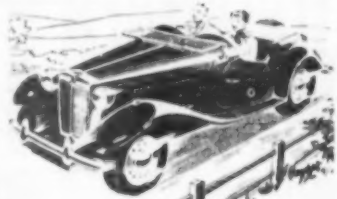
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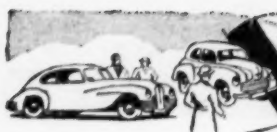
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£195	1950	VAUXHALL	Wyvern saloon...	£495
£150	1949	VAUXHALL	Velox saloon...	£449
£132	1949	FORD	Perfect saloon...	£395
£115	1947	HILLMAN	Minx saloon...	£345
£165	1947	TRIUMPH	1800 Roadster...	£465
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£235		NEW MORRIS	OXFORD saloon...	£708

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MORRIS Oxford sdn., 1961. Two immo. vehicles.	£510
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JAGUAR 1½-litre sdn., 1946. Excel. cond. Bargain	£395

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Attractive rates.

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STANDARD Vanguard, blue, heater, Vynide interior.

AUSTIN A30 4-door sal., black, heater.

AUSTIN A40 Somerset coupe, blue heater.

AUSTIN A70 Hereford sal., sliding roof, heater.

MORRIS Oxford sal., black.

FORD Zephyr de Luxe saloon, grey.

Many other new cars for immediate delivery

1953 (Sept.) ARMSTRONG SIDDELEY 6-light sal., synchromesh gear box, htr., H.M.V. radio, and other extras, 1,400 miles only, as new £1,665

1950 (Nov.) RILEY 1½ litre sal., in light blue, htr., H.M.V. radio, one owner, a superb car £650

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Service Station: (Day and Night): Cleveland garage, Cleveland Street, W.1. Phone: Regent 0424 (6 lines).

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OF AUSTIN AND MORRIS SPARES

Car Bargains



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FOR GOOD USED CARS

1948 **STANDARD** 14 saloon,
one owner since new, colour
black, 100% throughout **£325.**

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Potter Street, Harlow, Essex

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MEANS A GOOD DEAL

New MORRIS Oxford, black, list price.....	£675
1953 A.40 coupe, black, heater, 500 miles.....	£475
1951 AUSTIN A.40 saloon, grey.....	£475
1951 AUSTIN A.90 sports saloon, grey, 25,000 miles.....	£645
1947 AUSTIN 12 saloon, black.....	£385
1934 BENTLEY 3½-litre saloon, grey.....	£550
1935 BENTLEY 3½-litre saloon, black.....	£675
1953 FORD Consul saloon, fawn.....	£675
1937 M.G. T.A. sports, green.....	£235
1950 MORRIS Minor tourer, grey.....	£425
1951 ROVER 75 saloon, black, red leather, radio, heater, 21,000 miles.....	£615
1952 STANDARD Vanguard saloon, grey, red leather, heater, one owner.....	£585
1950 VAUXHALL Wyvern saloon, grey.....	£475

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Rate 25 per week and 4d. per mile.

Full particulars from

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1950 VAUXHALL Velox saloon, black, heater, radio, 30,000 miles. Two owners. Very nice.....	£449
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1948 FORD 8 saloon, seat covers, black, excep- tionally nice.....	£295

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1952 MORRIS 10.....	£250 0 0
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1956 MORRIS 10.....	£150 0 0
Or hired 36 months inc. tax and ins.....	£8 8 0
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Most reliable cars
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TANKARD & SMITH
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LONDON'S CAR SPECIALISTS

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1947 Series MORRIS 10 saloon.....	£325
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1948 MORRIS 8 4-door saloon.....	£355
1948 AUSTIN 16 saloon.....	£395
1948 STANDARD 12 d.h. coupe.....	£385
1949 FORD Pilot saloon.....	£395
1949 FORD Anglia saloon.....	£325
1950 VAUXHALL Velox saloon.....	£485
1951 MORRIS Oxford saloon.....	£535
1950 TRIUMPH "2000" Renown saloon.....	£575
1950 JAGUAR 2½-litre MK. V.....	£650
1951 AUSTIN A40 Countryman.....	£515
1951 RENAULT "750" saloon.....	£445
1952 AUSTIN A90 saloon.....	£650
1952 AUSTIN A70 Hereford.....	£650

Written guarantee with every car.

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The Autocar

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

£333!!!—Rare and beautiful A.C. 2-litre sports saloon, the vehicle is similar to post-war chassis and models, and is in such immaculate condition no one could possibly believe it's 13 years old. 5 months' guarantee, hire purchase, exchanges. **LAMBS, Finchley Showrooms, 421-423, High Rd. Finchley 6421** (East Finchley Underground).

XXX 1950 (March) A.C. 2-litre saloon, finished in black with beige leather, very attractive low mileage one owner car, thoroughly recommended with written guarantee, £695, terms, exchanges. **H. F. Edwards, 22, Upper High St., Epsom, Surrey, Tel. Epsom 9400.** (C2001)

XXX Really immaculate 1951 (September) A.C. 2-litre saloon, finished in birch grey with red leather, fitted with heater, twin pass lamps and screen washers, a one owner car in most attractive condition, thoroughly recommended, and offered with written guarantee at £795 by the sole A.C. distributors for London, Middlesex and Surrey; terms, exchanges. **H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012.** (C2005)

1949 A.C. Sportsman's saloon, a most immaculate specimen of this quality example of British engineering, finished in unblemished mist green with leather upholstery, the appearance is superb and the performance is beyond reproach, mileage under 30,000, tyres excellent, fitted heater and reversing lamp, taxed, just fitted new 12-volt heavy-duty battery, we have just sprayed the underchassis with Rubbaseal, a genuine specimen example offered at the low figure of £525.

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. (C3000)

A.C. Cars Wanted

REALLY good second-hand A.C. required.—**Cobb, 50, Harley House, N.W.1.** (W1086)

ROWLAND SMITH's, the Car Buyers—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. **Ham 6041** (W4018/R)

XXX H. F. Edwards offer immediate cash for good A.C. cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)

ALFA-ROMEO

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

BARTLETT—Alfa-Romeo 2.3 6-cyl. 4-wheel I.S. semi-streamlined saloon, paintwork, unmarked. £450. Alfa-Romeo 1750 s/c 100mph drop head coupe, just reconditioned by expert engineer. £525.—27a, Pembroke Villas, W.11. (C1013)

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27a, Pembroke Villas, W.11. Bayswater 0523. (W1015)

ROWLAND SMITH's, the Car Buyers—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. **Ham 6041.** (W4018/R)

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge, Byfleet 520. (0214/R)

ALLARD

B. J. HUNTER, Ltd., offer:—

1951 Allard P.1 saloon, fitted innumerable extras, positively unmarked. £595.

1950 Allard P. saloon, just fitted new tyres, really as new; choice of 2 from £500.

B. J. HUNTER, Ltd., 22, Crickleswood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

RICHARDS & CARR always best value.

M2X drop head foursome, completely indistinguishable from new, throughout. £675.

1952 Allard P.1 saloon, 15,900 miles, one owner, beautiful car. £675.

1951 J2 2-seater, Ardun heads, spotless. £625.

35 Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

1951 Allard K2, 8,000 miles, condition as new scheme; £650.—Valentine 4674 after 6 p.m. (C2016)

Allard Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Crickleswood Broadway, N.W.2. Tel. Gladstone 6305. (W2040)

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 67

Allard Cars Wanted

ROWLAND SMITH's, the Car Buyers—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. **Ham 6041** (W4018/R)

J2 or **K2** wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2016)

REALLY good second-hand Allard required.—**Cobb, 50, Harley House, N.W.1.** (W1086)

RICHARDS & CARR, the best Allard buyers.—55, Kinnerton St. London, S.W.1. Sloane 5424. (W3048)

REQUIRED, good used Allard.—**G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.** (W2000)

BARTLETT will pay more for good Allards.—27a, Pembroke Villas, W.11. Bayswater 0523. (W1015)

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford Middlesex. **Brentford 8841** (W3041)

ALVIS

DICKS

1938 Alvis 12-70 saloon, recent complete mechanical overhaul, bills with us. £350. **DICKS CAR SALERS, Ltd., 305-401, High Rd., KILBURN, Maida Vale 6989-9.** (C1072)

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14hp sports 2-seater, very attractive streamlined car. £495.

B. J. HUNTER, Ltd., 22, Crickleswood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

BROOKLANDS: Alvis Distributors, new 3-litre.

1953 Alvis 3-litre T.C. saloon, 2,000 miles.

1953 Alvis 3-litre sports 2-seater, 600 miles.

1952 Alvis 3-litre saloon, small mileage.

ALVIS cars examined and guaranteed.

DEFERRED terms. Buy or sell your car.

103, New Bond St., London W.1. Mayfair 8551-6. (C1029)

1952 3-litre Alvis sal., black, one owner, except cond.

1951 model 3-litre Alvis Tickford coupe, maroon, radio, heater, 25,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. (C4029)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars". (C5041/R)

ALVIS 3-litre saloon, metallic grey, late 1951/1952 modifications, one owner, 16,000 miles. £395.—Campbell Symonds, Arnold 2246. (C1057)

1937 4.3 Alvis Vanden Plas drop head coupe, black, very smart. £525.—**Richards & Carr, 55, Kinnerton St. London S.W.1. Sloane 5424.** (C3045)

1952 Alvis 5-litre saloon, black with tan leather upholstery, carefully maintained and in excellent order. £1,150.—**Ingis Automobiles Ltd., 64-70, Pitt St. Edinburgh 3. Tel. 26297.** 14554

ALVIS 1948 (August) drop head coupe, black beautiful condition. H.V. push-button radio heater, new Hepile pistons. £595.—**Easton, Bedford Cottage, Charlton Ave., Walton-on-Thames, Surrey.** 14190

1950 Alvis 14 saloon de luxe, finished green with green leather upholstery, fitted heater, total mileage only 34,000. £795.—**James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7946.** 14556

CAMDEN MOTORS for Alvis.—14hp drophead four-seater, 1948, immaculately finished in maroon with rich leather upholstery, a very smart looking car with typical refined Alvis performance. £395.

CAMDEN MOTORS for Alvis.—12-70 sports saloon, late pre-war series 1951-9. £295. Speed 25 Charlesworth sports saloon, 1957. £275. Speed 20 sports saloon and a drophead from £195.

CAMDEN MOTORS for Alvis.—Leighton Buzzard Beds. Tel. 2041, open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1085)

1952 guaranteed. £1,125.—**G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241.** (C4055)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1953 (Aug.) Alvis 3-litre special finish in black and maroon with maroon leather upholstery, fitted H.M.V. radio, heater, 2 fog lamps, rim finishers, etc., total mileage only 6,000, in new condition; £1,400. JAMES H. GALT, Tel. 52, Woodlands Rd., Glasgow. [4552]

1948 12/70 saloon, 1959 model, a good example of this popular sporting saloon, £265.—From Portland Sports Autos, Meadowhead Garage, Meadowhead, Sheffield, 6. Tel. 45212. Open Sundays. [4584]

ROSE & YOUNG, Ltd., offer 1958 (November) 12/70 4-door saloon, exceptional condition, grey, £295.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. [C5057]

ALVIS (1948) 14hp saloon, finished mistletoe green with beige upholstery, radio, carefully driven, a really pretty and sweet running car, best offer over £525.—K. A. Highton, Darren House, Ross-on-Wye, Tel. 2511. [4635]

1938 Alvis Silver Crest sun saloon, black, Ace discs, rebuilt throughout and in first-class condition, property of a motor engineer, £325.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4871. [4128]

1953 Alvis 3-litre saloon, special finish in black and blue with blue leather upholstery, total mileage only 7,000, guaranteed in new condition, £1,300.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow C.5. Tel. Douglas 7598. [4355]

1951 Alvis 3-litre Tickford drop head coupe, maroon with lawn leather upholstery, most carefully maintained by one owner, guaranteed to be in first-class order, £860.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7598. [4355]

695 gns.—Alvis 14 September 1949 four-door drop head coupe, green, lawn leather, heater, one owner, small mileage, very carefully used, exceptional condition, (taxed, terms, exchanges, list); open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Alvis Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis in Hampstead (Tube) [W4018/R]

B J. HUNTER, Ltd.

F OR immediate purchase of your Alvis.

B J. HUNTER, 22, Crickwood Broadway, N.W.2. Tel. Gladstone 5303. [W2040]

ALVIS Speed 25, 1939 model, urgently required.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [W1046]

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing [W3041]

POST-WAR Alvis 14's wanted.—Eric Hayes, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [W2053]

XXX H. F. Edwards offer immediate cash for good Alvis cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0612. [W2005]

CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnside Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd. Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6782-3-4. Grams, Alviscar (Gold), London.

AND at Alvis, Ltd. Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams, Alvis, Coventry. [0931/R]

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

SPARE PARTS

SERVICE: Barnside Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R]

MANCHESTER.—Alvis repairers and spares, main agents.

PREMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653/R]

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0369/R]

AMERICAN CARS

SIMPSON'S offer:—

RHD 1951 Chrysler sedan, 4-door, heater, green, 11,000 miles.

RHD 1947 Ford saloon, 4-door, heater, black, moderate mileage.

RHD 1951 Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage.

1951 52 Cadillac 4-door saloon, Hydramatic, radio and all extras, 16,000 miles.

1951 52 Chrysler shooting brake, radio, heater, all extras, maroon/cream, 13,000 miles.

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

1947 Oldsmobile 4-door Hydramatic, radio, heater, green, moderate mileage.

1947 Oldsmobile 4-door, green, moderate mileage, left-hand drive.

1949 50 Plymouth station wagon, radio, heater, all extras, l.h.d., grey, moderate mileage.

1951 Pontiac 2-door saloon, Catalina hard top, radio, heater, all extras, blue, 13,000.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/8903. [C4015]

AMERICAN CARS

CAMDEN MOTORS offer:—

1952 Chrysler Windsor de luxe saloon, right-hand drive.

1950 Studebaker Champion 22hp drop head four-some coupe, right-hand drive, electric hood, leather, overdrive.

1949 Buick Super 8 de luxe saloon, very low mileage, indeed.

1948 Buick Super 8 de luxe 4-door saloon, right-hand drive.

1949 Packard Super 8 4-door saloon, right-hand drive (2nd series), in cloth, with overdrive.

1949 Packard 8 2-door saloon, right-hand drive, in leather.

1947 Packard Clipper de luxe 4-door saloon, right-hand drive, overdrive, etc.

1940 late pre-war Buick saloons and drop heads, Cadillac, Chrysler, Hudson, Dodge, etc.; call, write or 'phone for details.—Camden Motors, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1059]

METCALE & MUNDY, Ltd.

1951 Cadillac 60 Special.

1952 Buick saloon, right-hand drive.

1949 Cadillac convertible.

1949 Oldsmobile hydramatic saloon, 12,000 miles.

1948-9 Cadillac saloon.

1947 Pontiac convertible all extras.

1947 Chevrolet convertible, bargain.

1939 Cadillac saloon.

1939 Ford V.8 drop head coupe.

280 Old Brompton Rd., S.W.5. Fremantle 5271. [C5064]

GUY ALFRED & Co., Ltd.—1949 (registered 51) Chevrolet Fleetline saloon, 1952 condition throughout.—6-7, Warren St., W.1. Euston 3268. [C1005]

JOE THOMPSON (MOTORS), Ltd., offer selection late model American cars including Pontiac station wagon, 4-door, all road, radio and heater; specimen car—97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1949 Chevrolet 2-door l.h.d. saloon, radio, heater, sea covers, etc., absolutely immaculate; £795.—Keddes Cars (London), Ltd., 181-3, Green Lanes, Palmers Green, N.13. Tel. Bowes Park 5100 and 5057. [4433]

£777!!! 1948 (genuine not registered) Oldsmobile Dynamic Torpedo Club sedan, large 6-seater, this car having the latest shape is similar to 1952 series and looks like it, tremendous chrome front, specimen vehicle, has typical million dollar look.—Below.

£455!!! Chrysler Plymouth 24hp economical special foursome drop head coupe, electric hood, built-in heater, radio, extras, etc., magnificent vehicle, wheel ornaments, first regd. 1946 but hardly looks used at all; also choice special fixed head coupe model, 3 months' guarantee; hire purchase, exchanges, list.—Rowland Smith, below.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

495 gns.—Chrysler 1946 24hp Windsor foursome convertible coupe, leather, r.h.d., column gear-change, fluid drive, electrically operated hood, flashing indicators, built-in radio, excellent condition; terms, exchanges, list.—Rowland Smith, below.

495 gns.—Plymouth 1947 26hp special de luxe saloon, leather, l.h.d., column gear-change, one owner, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

American Cars Wanted

ATTENTION!!! The American Car Buyers, require all American cars.—Wembley 8691/8903. 345, High Rd., Wembley. [W4015/R]

AMERICAN car wanted for cash.—Tel. Valentine 4874 after 6 p.m. [W2018]

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027]

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1952 Armstrong Siddeley Whitley saloon, pre-selector gearbox, 1 owner; £895; one week's free trial guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C5059]

CAR MART, Ltd.

1952 Armstrong Siddeley Lancaster saloon, heater; £875.—Car Mart, 320, Euston Rd., N.W.1. Euston 1212. [C1039]

TOM GARNER, Ltd., offer:—

1953 Armstrong Siddeley 2.5-litre (6-light) Whitley saloon, grey with blue leather, heater, radio, 6,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Backfairs 9265-7. [C2020]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports cars." [C1046]

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 4812-3, offer:—

1939 Armstrong Siddeley 16hp saloon, black, brown leather, immaculate condition; £295. [C1001]

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES offer:—

1953 Armstrong Siddeley Sapphire 4-light saloon, black brown leather, 10,000 miles, fitted electric gear box, indistinguishable from new in every respect, offered at a considerable saving under list price; £1,550.

1950 (November) Armstrong Siddeley Hurricane coupe, most exceptional condition, £595.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-3-5. [C4001]

CASS'S MOTOR MART—Armstrong 17 limousine, black, 46,000 miles, chauffeur maintained; £275.

1953 (November) Armstrong Hurricane coupe, blue, genuine 1,100 miles; £595; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040]

1951 (Oct.) Hurricane, grey with red leather, radio and heater; £635.—City Motors, George St., Oxford. Oxf. 2251. [4659]

1952 Armstrong Siddeley Whitley saloon, one owner, fitted radio, genuine small mileage, £595.

RIPCO, Ltd. (Armstrongs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C5062]

1946 Armstrong Siddeley Hurricane 4.5-seater drop head, supremely lovely condition, really must be seen; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., S. Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024]

£395—Armstrong Hurricane coupe (Oct. 1946), grey with grey leather, very well maintained. Stratstone, Ltd.—40, Berkeley St., W.1. (Mayfair 4404). [C4022]

1936 Armstrong 20hp saloon, excellent order; £65; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 124. (Opp. G.P.O.). [C5055]

GUY ALFRED & Co., Ltd.—1952 Armstrong Siddeley 4-door saloon, outstanding condition.—6-7, Warren St., W.1. Euston 3268. [C1005]

1953 Armstrong Siddeley Sapphire 6-light saloon, 2,500 miles, 2-carburettor model, synchromesh gear box, heater, as new; £1,595.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C5066]

CAMDEN MOTORS for limousines—The largest selection in the country, 72 models in stock, including many Armstrong Siddeleys.—See Limousine Classified Section. [C1035/1]

WORDS cannot over-describe this 1937 Armstrong 17 saloon, first viewer will not hesitate at £195; terms and exchanges.—Boys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station); Euston 2700 and 8894. [C5059]

ARMSTRONG SIDDELEY Special 1936 sedan de ville 7-seater f.f. limousine with division, Mulliner body, immaculate interior and exterior, beautiful car, £250.—Kernar Motors, Randolph St., London, E.C.4. Gull. 3611. [4574]

1951 (November) Armstrong Siddeley Lancaster 4-door de luxe saloon, fitted finest quality loose covers, one owner, black, exceptional condition throughout; £645.—Jacquier, Ltd., 225-7, Hammsmith Rd., W.6. Riverside 6677-8. [C5045]

CAMDEN MOTORS for Armstrong Siddeleys.—Hurricane drop head foursome coupe 1951 series, latest 18hp engine, choice of two models, one in beige with pre-selector gears, one in grey with synchromesh gears, both very immaculate; £595.

CAMDEN MOTORS for Armstrong Siddeleys.—Hurricane drop head foursome coupe, 1948, two previous owners, history of overhauls and servicing available, best double texture hood and all new tyres, August this year; £445.

CAMDEN MOTORS for Armstrong Siddeleys.—Whitley 1950, 4-light saloon, 1952 model, drive and registered, fitted radio and heater, condition practically indistinguishable from new, nominal mileage, £845; also a 1952 model Whitley (Dec. '51 delivery) at £795.

CAMDEN MOTORS for Armstrong Siddeleys.—Lancaster four-door saloon, 18hp engine and bench type front seat as above model, extremely good order; £545.

CAMDEN MOTORS for Armstrong Siddeleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1950 Armstrong Siddeley Whitley saloon, black, brown hide, heater, radio, one owner, 14,000 miles, chauffeur kept, and in superb condition throughout; £695; exchanges, deferred terms.—John S. Trustcott, Ltd., 173, Westbourne Grove, W.11. Bay, 4274. [C4035]

1952 Armstrong Lancaster, one owner, 12,000 miles, radio, heater, etc., finished grey, maintained by makers, perfect throughout; £795, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016]

£265!!!—Rare and beautiful Armstrongs 14 de luxe saloon, look at this vehicle, it's immaculate, open the doors, the leather smells new, drive it, it's magnificent, this vehicle is irreplaceable and the finest we can offer to-day.—Below.

£525!!!—Specimen condition 1949 Armstrong Hurricane drop head coupe, this vehicle should be seen and compared with others offered, it's just like brand new; 3 months' guarantee; hire purchase, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

525 gns.—Armstrong Siddeley, October 1950 18hp Hurricane foursome drop head coupe, leather, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

LIMOUSINE, 1951 18hp, partition forward occasionally, 21,000 miles, privately owned, immaculate, black, £885. Alpe & Saunders (7-seaters purchased), Providence Court, North Audley Street, Mayfair-2941. [C1006]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Cars Wanted

C THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

C CHARLES POLLETT, Ltd., official Armstrong Siddeley agents, Berkeley St., W.1. Mayfair 6266

S SERVICE, Works and Stores—Barnsdale Yard, off Egin Ave., W.9. Cunningham 5956-7-8. (W2010)

M MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0163/R)

7 SEATER privately owned 1938/39 Lomaxones required, also 1939 1951-52—cash waiting. A. & S. 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

P PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. (0835/R)

Armstrong Siddeley Spares and Service

A ARMSTRONG SIDDELEY owners, complete over-haul, service, 48 hours exchange engine service; prompt guaranteed work by specialists.

P PRESLECTOR gear boxes; exchanges, reconditioning. —Arcot St., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken 7301. (0644/R)

H HENLYS, Ltd., Chesham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preslector gear boxes undertaken.—Tel. Deansgate 6216-7. (0602/R)

P PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sale service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). (0760/R)

ASTON MARTIN

H W. MOTORS, Ltd., offer:—

1953 (June) Aston Martin DB2 saloon, finished metallic blue with grey piped blue leather upholstery, fitted vantage engine, this car is virtually as new, having only covered 5,000 miles; £2,275.—H.W. Motors Ltd., Walton-on-Thames 2404-5-6. (C2042)

11 Chipstead Motors, Ltd.—DB2 1953; see our advertisement under "Sports Cars." (C1046)

B BROOKLANDS: Aston Martin sole distributors; 1954 models available; cars on show and for demonstration.

1952 Aston Martin DB2 saloon, very carefully used, immaculate condition.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 2351-6. (C1029)

A STON MARTIN.—We are expecting early in the New Year what must probably be one of the finest 1954 2-litre saloons in existence.—Further details from Portland Sports Autos, Meadowhead Garage, Meadowhead, Sheffield, 9. Tel. 43212. Open Sundays. (4353)

Aston Martin Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

C CHARLES POLLETT, Ltd., official Rolls-Royce and Bentley repairs and dealers, Berkeley St., W.1. Mayfair 6266

S SERVICE, Works and Stores—Barnsdale Yard, off Egin Ave., W.9. Cunningham 5956-7-8. (W2010)

A STON MARTIN cars wanted for cash, full details.—Priory Motors, Ltd., 0-2 Windsor, Windsor 2302-3. (0197/R)

B ARLETT will pay more for good Aston Martins.—27a, Pembroke Villas, W.11. Bayswater 0523. (W1013)

H ILLINGDON MOTORS are interested in buying 2 Aston Martins.—325, Longs Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. (W2062)

Aston Martin Spares and Service

F RIARY MOTORE, Ltd.

A STON MARTIN main dealers

S OLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (0198/R)

AUBURN

A URBURN four-door coupe, 50hp supercharged, immaculate, fitted radio and heater; £200.—Gilbert & Quinn, 149-157, Gt. Ancoats St., Manchester Cen. 5971. (3498)

AUSTIN SEVEN

1938 model Austin Big 7 4-door saloon, black with blue leather; £175.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5790. (C4002)

1938 Austin Big 7 saloon, excellent condition; £1175; exchanges, terms.—Palmer's, 53, York St., Twickenham, Popesgrove 1890 7087. (C2054)

£195—1939 Austin 7 Ruby de luxe saloon, grey, one owner only, exceptional; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

Austin Seven Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

Austin A30 Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

AUSTIN EIGHT

1947 Austin 8, in very good condition, one owner since new; £345.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. (C1077)

1947 Austin 8 4-door sun saloon, black brown leather, excellent condition, £325.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C2026)

325 eng.—Austin 8, 1947 saloon, sliding head, leather, excellent condition, taxed; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Eight Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297 Euston Rd., N.W.1. Euston 1212. (0952/R)

R EALLY good second-hand Austin 8 required.—Colb, 30, Harley House, N.W.1. (W1086)

A USTIN 8 1946-47 wanted in faultless condition, no dealers.—65 Highbury Park, N.5. Can 1650. (3328)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

AUSTIN TEN

C M I CAR SALES (Pri. 6623), offer:—

1946 Austin 10 4-door saloon, blue, blue leather upholstery, exceptional condition throughout; £360. (C1051)

THREE months' guarantee; terms: list on application. —Swiss Cottage, Finchley Rd., N.W.3. (C1051)

1946 Austin 10 saloon, excellent condition throughout, £245. (C4055)

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. (C4055)

1946 saloon, black, brown leather; £345.—K. J. Motors, Ltd., Bromley, Rav. 5456. (4456)

£365—Austin 10 saloon, 1947, black with green leather in really good condition throughout. (C2008)

F ERRAHIN OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. (C2008)

1947 Austin 10 saloon, immaculate, guaranteed, Mess. S.W.7. Fro. 1319. (C4036)

£365—Austin 10 1947 4-dr. sal., in exceptional condition throughout, engine, engine, sldg. roof one owner, many others. (C1017)

BEN MOTORS, 1, Clarendon Rd., Holland Park London, W.11 Park 5066-7. (50 yds Holland Park Tube) Exchanges, h.p. (C1017)

£225—1959 Austin 10, excellent condition, really fine car, choice of two.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube.) Batt. 1107-8-9. (C2024)

£345—1947 model Austin 10, black, brown leather, 28,000 miles, sliding roof, good tyres, very excellent condition.—Elm Autosales, 58, Harfield Rd., Wimbledon, S.W.19. Wimbledon 4062. (C2067)

£179—1937-8 Austin 10 Cambridge saloon, superb condition.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. (C2024.1)

295 eng.—Austin 10, 1940 type de luxe saloon, sliding head, leather, reared, good tyres, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£195—Most excellent 1937-8 Austin 10 Cambridge de luxe saloon, carefully used and genuine bargain; also choice 1955 from £125 and 1956 cabriolet; 5 months guarantee; hire purchase, exchanges. (C2052)

L AMBS, Finchley Showrooms 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1939 Austin 10; this is the 1940 model with the post-war features, de luxe saloon, most beautifully finished in black, the interior is upholstered in red leather, mechanically in excellent condition, this car is far superior to many post-war examples, offered at the bargain figure of £225. (C2052)

M AIDSTONE ENGINEERING Co., Cross St., Penlidney, Balford, 6, Manchester. Pen. 5457. (C3000)

Austin Ten Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297 Euston Rd., N.W.1. Euston 1212. (0952/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

A USTIN 10 1946-48 in good condition.—6, Rodmarston Mews, Dorset St., W.1. (C2066)

P RIVATELY owned Austin 10.—5, Brice Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2057)

AUSTIN A40

P ETER BANTOCK CAR SALES offer:—

1949 Austin A40 Countryman, outstanding condition; £395.—104, High Rd., Chiswick 2725/5870. (C1014)

AUSTIN A40

A LWAYS AUSTIN A40s. A selection with a written guarantee and free after sales service at

TAYLOR & ROOFT, Ltd., 23 East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

C AR MART, Ltd.

L ONDON Distributors.

1953 Austin A40 Somerset saloon, heater; £635.

1952 Austin A40 Somerset saloon, heater; £565.—Car Mart, Ltd., Austin House, 287, Clapham Rd., N.W.1. Euston 1212. (C1059)

N EWHAMS, Ltd.

1953 Austin A40 Somerset saloon, 1,200 miles as new; £635.

N EWHAM House, 255-7-9, Hammermith Rd., London, W.6. Riverside 4646. (C5024)

E LITE MOTORS offer:—

1952 (June) Austin A40 sports, one owner, green with beige leather interior, heater, recorded mileage 15,000, believed genuine, outstanding condition throughout, faultless mechanically, any trial or inspection; £575.

E LITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

B J. HUNTER, Ltd., offer:—

1950 Austin A40 saloon, radio, heater, remarkable condition; £465.

B J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

H A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, black with brown upholstery, heater, recorded mileage 19,500; £495.

836—1942, High Rd., N.12. Hillside 5372 (8 lines). (C2027)

P HILIP RICKARDS, Ltd., offer:—

1953 Austin A40 saloon, beige, 160 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (3051)

C H A. RICKARDS, Ltd., offer:—

1953 (May) Austin A40 Somerset saloon, finished black, fitted heater, 6,000 miles, taxed, one owner; £665.

L EAD a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 mins. from Marble Arch). (C3050)

H A. SAUNDERS Ltd. of Worcester

1953 Austin A40 Somerset coupe, blue with blue leather, 6,000 miles only; £685.

A USTIN House Worcester. Tel. 2568. (C4005)

A NDROVER MOTOR Co., Ltd., offer:—

1949 Austin A40 saloon, choice of two, both record, one dark green, one grey, twoains at £450 each.—Andover, Hants. Tel. 5405. Open week ends (Sundays inspection only). (C1003)

A UTO SALES (LONDON), Ltd., offer:—

1949 Austin A40 saloon, one owner, specimen condition throughout, £445.—Auto Sales (London), Ltd., Belisle Rd., N.W.6. Maids Vale 5555. (4224)

C OOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Austin A40 pick-up, fitted with heater, home covers, one owner, mileage 14,000; £585.

C OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)

1952 Austin A40 Somerset, beige, heater one owner; £595.—Revo.

1951 Austin A40 Devon, green, brown leather, heater, one owner; £535.—Vandervell's, 815, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

1951 Devon saloon, grey/blue heater, immaculate car; £475, below.

1952 (Dec.) Somerset saloon, sun roof, heater, one owner, really immaculate, guarantee; £610.—Below.

1952 (Aug.) Somerset saloon, one owner, nominal mileage, immaculate; £595; full Austin range new and used.—Below.

1953 (August) Somerset coupe, one owner, immaculate car at £635.—H. A. Saunders, Austin House 144, Golders Green Rd., N.W.11. Epsomwell 6011. (C4004)

£415—1949 A40 Devon saloon, one owner, a most reliable car, 20 others, Trixton Motors of East Ham, Grange Road 2530. (C4052)

1949 Austin A40, choice of 3 excellent cars, from £435.—Smith & Hunter, 576, Kensington High St., W.14. Western 2312. (C4019)

1952 A40, one owner, immaculate; £545; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2890. (C2055)

2000 miles only.—1955 Austin Somerset saloon, £675.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5994. (C1027)

1952 Austin A40, as new, with utility body fitted with folding seats, small mileage, one private owner, H.M.V. radio, offers over £450.—Write Box 2562. (4298)

1953 Austin A40 Countryman, grey, 3,700 miles only, immaculate; £650.—R. A. Currie & Co., Ltd., 105 Westbourne Grove, W.2. Bayswater 0855. (C1065)

1953 Austin Somerset, fitted heater and home covers, an immaculate car throughout; £440.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

SPORTS A40, 18,000 miles, new condition, heater and radio, 1953 model, £565, terms, exchange. —O. B. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. (C2051)

1950 A40 Devon saloon, reconditioned engine, one owner, guaranteed; £450, exchange, terms. —Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3034)

£455 1951-1950 Austin A40 saloon de luxe, beautiful condition; also choice 1949 and 1951 saloons and 1952 model in brand new condition at £545; 3 months guarantee, hire purchase, exchange. —L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1951 A40 saloons; one black with sliding roof and heater, £475; another, dark green with steering column gear change and heater, £525, both one owner cars. —Campbell Symonds, Wembley 6268. (C1037)

JACK ROSE Ltd., offer 1953 A40 Somerset, in blue, beige leather, absolutely a brand new inside and out and hardly used; £545.—Stafford Rd., Wallington, Surrey, Wallington 6677-5. (C3056)

£465 1949 (November) A40 saloon, leather, sliding roof, heater, 27,000 miles, green, one owner.—Kim Automobiles, 65, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4625. (C3067)

1952 (August) Austin A40 Somerset, blue, heater, 13,000 miles, immaculate, £595.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. (C3067)

1952 A40 Somerset saloon, green, brown leather, radio, heater, many extras, one owner, guaranteed, 9,000 miles, £615.—Kings Motors, 1, High St., Hounslow, Tel. 5532. (C2049)

475 1951-1950 Austin A40, 1951 Devon saloon, leather, heater, one owner; choice of 5 A40s, terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

TANKARD & SMITH, Ltd., offer 1951 Austin A40 Countryman, green with brown upholstery, one owner since new, nominal mileage, heater, magnificent condition throughout; £525, 3 months' written guarantee.—151-159, Kings Rd., Chelsea, S.W.3. Plaxman 4901-2-3. (C4026)

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlamp, tailored covers, taxed December, £550, trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C3018)

Austin A40 Cars Wanted

T H E CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. (0957/R)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2766. (W2037)

FULL value paid for A40 or similar; trade or private.—54, Stratham Hill, S.W.2. Tulse Hill 2676. (W3016)

C A PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40, May, 3051. (W3043)

AUSTIN TWELVE

AUTOMOBILIA, Ltd., offers:
Austin 12-4, Dec., 4-door de luxe sunshine saloon, black, brown hide, one owner, excellent condition; £395.—Pippbrook Garage, London Rd., Dorking 4304, 3691. (C1039)

£200—Austin 12 1939 4-dr. alm., exceptional condition throughout, side roof, roomy 5-seater; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

1947 Austin 12 saloon, superlative condition, mileage 29,000; £415.—Bruce France, 2a, Cromwell Mews, South Kensington, Fla. 0513. (C2014)

1947 Austin 12 de luxe sun saloon, one owner, immaculate, guaranteed, £425.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (A4055)

1939 Austin 12 de luxe saloon, in immaculate condition, must be seen to be believed, fitted radio and spot lights, all tyres good, carpets and upholstery like new, bodywork unmarred; £295.—Chorley Stow Garages, Ltd., London, W.11. Bayswater 2949. (C1042)

£275 1939 Austin 12 4 special cabriolet saloon, this vehicle must be seen and compared with others offered; it is fantastically beautiful for its age, genuinely 1933 condition; 3 months' guarantee, hire purchase, exchange.
L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

Austin Twelve Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

AUSTIN SIXTEEN

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. (C1039)

1948 Austin 16hp saloon, heater; £395.—Car Mart, Ltd., Austin House 297, Euston Rd., N.W.1. Euston 1212. (C1039)

N. B. OLDFIELD offer:—
1939 Austin 16 Goodwood saloon, guaranteed; £230.
1939 Austin 16 cabriolet, guaranteed; £225.

1935 Austin 16 saloon, guaranteed; £55; payments, —586, Kensington High St., W.14. Wes. 6651. (C3029)

FUNERAL Trade, Hearse Austin 16hp brand new, early delivery illustrated brochures, write **ALPE AND SAUNDERS (COACHBUILDERS) LTD.**, Head Office, Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. (A572)

1946 Austin 16 saloon, perfect; guaranteed; £310; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4036)

1948 Austin 16, choice of 2, from £390, both cars in excellent condition.—S. Bowen & Son, Hill-side Garage, Edgware, Tel. Edgware 4464. (C1023)

£395 1948 series Austin 16 de luxe saloon, small mileage and spotless condition; choice 2; 3 months' guarantee, hire purchase, exchange.
L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1948 (Nov.) Austin 16 saloon, green with brown interior, one ownership, good condition; £365.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1073)

ROYS offer: Magnificent 1939 Austin 16 Goodwood saloon, taxed; £225, terms and exchange.—Roys Automobiles, Ltd., 27, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8884. (C3029)

295 1951-1950 Austin 16, 1946 saloon, leather, radio, heater, good condition, taxed; terms exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

HIRE car, partition, 1950 limousine, 7 forward, leather, carefully maintained, certified mechanically; £725.—Alpe and Saunders, Providence Court, North Audley St., Mayfair 2941. (C1006)

Austin Sixteen Cars Wanted

T H E CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. (0957/R)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

HIRECAR Limousines urgently required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1006)

AUSTIN A70 & A90

ALWAYS
AUSTIN A70s. A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction S.W.11. Bait 2252. (C3022)

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954/R)

1953 Austin A70 Hereford saloon, heater; £715.
1951 Austin A70 Hereford saloon, heater; £575.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

1951 Austin A90 saloon, black, red leather, small mileage, one owner; £445; also
1952 (October) A90 saloon, blue, 13,000 miles, one owner, radio, heater; choice of two from £375.
R. P. CO. Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2852-3-4. (C3052)

1953 Austin A70 sun saloon, 10,000 miles; £750.—L. F. Dove, Ltd., 111-115, Addison Rd., Croydon. Addiscombe 3066. (C1076)

1953 Austin A70, in excellent condition, 9,000 miles only; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1951 Austin A90 saloon, blue with grey leather upholstery, fitted radio, heater, spot lights and many other extras one owner, exceptional condition throughout; £599.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. (C3004)

AUSTIN A70 & A90

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954/R)

1951 Austin A90 Atlantic saloon, radio, heater; £695.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

NEWHAMS, Ltd.
1952 Austin A70 Hereford saloon, black, excellent condition; £445.
NEWHAM House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

ROUNDABOUT offer:—
1953 Austin A70, sunshine roof, heater, 9,000 miles only; £725.
ROUNDABOUT Garage, Western Ave., Greenford, Middlesex. Wuxlow 1071-5. (C3058)

H. W. MOTORS, Ltd., offer:—
1952 Austin A70 saloon, finished beige with brown leather upholstery, fitted heater and radio, outstanding condition, low mileage; £595.—H. W. Motors, Ltd., Watlington-on-Thames 2404-5-6. (C2042)

HENDON CENTRAL GARAGE, Ltd., offer:—
1951 A90 saloon, black, all extras; £625.—Watford Road, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2054)

W. J. BROWN, Ltd., established over 30 years.
1952 Austin A70 Hereford saloon, beige, brown leather, heater, one owner, 15,000 miles, £645.
339 Finchley Rd., N.W.3. Hampstead 4314. (C1025)

DAGENHAM MOTORS, Ltd., offer the following car:—
1952 Austin A91 saloon, black, 21,000; £650.
56 Park Lane, W.1 (Hyde Park 4466); 374, Ealing Rd., Aipton Middx (Periva's 3558); and 6, 8, and 12, Sangleys Rd., Catford, S.E.6 (Hitler Green 4811). (C1066)

1953 Austin A70 sal. black, 3,400 miles, as new, radio, heater.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. (C4029)

1953 A70 Hereford, mist green, heater; 4,000 miles, £685.—City Motors, George St., Oxford, Oxf. 2231. (A599)

GUY ALFRED, Ltd.—(1951) Austin Hereford saloon, privately owned, as new—6-7, Warren St., W.1. Euston 3268. (C1005)

1952 (November) Austin A70 fixed head saloon, excellent condition; £585.—Bates Motor Works, Ltd., Malden, Tel. Malden 81. (A4607)

1952 Austin A70 saloon, beige with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) (C4022)

1951 A70 de luxe saloon, black, brown leather, immaculate condition throughout; £525, hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

JACK ROSE, Ltd., offer 1953 Hereford saloon, in beige and brown hide, radio and heater, almost as brand new, one owner; £725.—Stafford Rd., Wallington, Surrey. Wallington 6677-5. (C3056)

1950 Hampshire, green, beige leather, sliding head, radio, heater, Ace Rummelshaus and spot lamp, taxed; £545.—K. J. Motors, Ltd., Bromley, Rav. 3456. (A437)

J. DAVY offers: A70 Countryman 1952 (October), one owner, low mileage; at £275 shows a saving of £225 on present list price.—180-4, Kensington High St., W.8. 9441, and 215, Brompton Rd., S.W.3. Ken. 1106. (C1069)

1951 Austin A90 saloon, fitted radio and heater, blue with beige leather, beautifully maintained by one private owner; £615.—R. B. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. (C1065)

1952 Austin A70 saloon, beige, fitted heater, radio, Underseal, one careful owner, supplied and maintained by us, 24,000 miles; £625.—Sutton Court Motor Co., Ltd., 154 Sutton Court Rd., Chiswick, W.4. Ch. 0911. (A581)

1951 model Austin A70 de luxe saloon, one owner, 20,000 miles only, really superlative condition, loose covers and heater, fully guaranteed, gift; £495.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. (C1011)

TANKARD & SMITH, Ltd., offer 1952 Austin A70 Hereford grey with brown leather, one owner, low mileage, heater, exceptional condition; £550, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Plaxman 4901-2-3. (C4026)

£777 1952-1951 Austin A70 special drop head coupe, full 6-seater, cost nearly £1,250 barely 1 year old, irreplaceable value at this price, literally looking and running just like brand new; 3 months' guarantee, hire purchase, exchange.
L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1953 Austin A70 saloon (reg. Dec., '52) S.R., black with brown lavish extras cost £120, H.M.V. radio, heater and demister, seat covers, screen washers, spot and reverse, 5 Lifeguard tubes, beautiful condition and appearance, sacrifice at £750 or part exchange for cheaper car.—73, Scholes Park Rd., Scarborough, Tel. 1505. (A565)

FIRST Reg. April, 1953, very latest A90 black saloon, 8,000 miles, one owner, radio, heater, 2 extra Marchal fog lamps, winding rear window, high-speed rear axle, cellulose and chrome in perfect condition; this car has been thoroughly maintained and specially tuned; owner has good reason for selling; real bargain for the enthusiast at £740.—T. Dibben & Sons, Ltd., West St., Wimbore. Tel. 29. (A614)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90
1952 A90 Atlantic saloon, 14,000 miles, excellent condition, guaranteed, £625, exchanges, terms—Palmer, 3, Russell Gardens Mezz., Kensington, W.14. Park 9794. (C3034)

Austin A70 and A90 Cars Wanted

T H E

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

WHY accept less for your Austin A70 shooting brake when you can get its full market value from—
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.3. Oldstone 2254. (W2008)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

AUSTIN EIGHTEEN

1938 Austin Windor 7-passenger long chassis saloon, excellent order, £325.—Autowork, Ltd., Winchester, Tel. 4834. (C1010)

CAMDEN MOTORS for limousines.—The largest selection in the country, 72 models in stock including many Austins.—See Limousine Classified Section. (C1035)

LIMOUSINES, 1950, partition, forward occasional, leather, black, £375. Also 1957 partitioned limousine, leather, nice order, £295. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1005)

Austin Eighteen Cars Wanted

C M

THE CAR MART, Ltd., London Distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (10956/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

7-PASSENGER privately owned 1957 38.59 Limousine also Saloons, urgently required, cash waiting. A & S, 2, Providence Court, North Audley Street, Mayfair-2941. (W1006)

AUSTIN TWENTY

LIMOUSINE, 1957, Mayfair partition, 7-forward, leather throughout, magnificent condition, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

AUSTIN A125 & A135

ACRES offer:—

1950 Austin Sheerline, black, heater, radio, 25,000 miles only, beautifully kept by one owner, as new, £695.
ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tube Hill 1909. (C1002A)

CAR MART, Ltd.

LONDON Distributors

1952 Austin A125 Sheerline saloon; £695.

1950 Austin A125 Sheerline saloon; £675.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

NEWNHAM, Ltd.

1952 Austin Sheerline saloon, grey, 14,000 miles, one owner, £295.

NEWNHAM House, 235-7-9, Hammer Smith Rd., London, W.6. Riverside 4646. (C3034)

SCOTT CARS offer:—

1951 Sheerline, radio, heater, one owner, immaculate; £765.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C3016)

UTOMOBILIA, Ltd., offers:

1950 Austin Sheerline 4-door de luxe sunshine saloon, black with beige hide, radio, heater, fog lamps, one owner, mileage 18,000; indistinguishable from new; £750.—Pippbrook Garage, London Rd., Dorking 4504, 3891. (C1009)

CHARLES FOLLETT, Ltd., offer:—

1952 Austin Sheerline sal., black, one owner, 10,000 miles only, superb condition, guaranteed, £695.

Bereley St., W.1. Mayfair 6266.

18.

SERVICE, Works & Stores—Barnside Yard, off Egin Ave., W.9. Cunningham 5336. (C2010)

GUY SALMON AUTOMOBILES, offer:—

1953 (October) Austin Sheerline saloon, black/velvet leather, works mileage 200 only, as a new car at a saving of nearly £400 under list; £1,495.—Portsmouth Rd., Thames Ditton. Embrook 5531-2-3. (C3001)

H. M. BENTLEY & PARTNERS, Ltd., offer:

1950 Sheerline, metallic grey with radio and heater; £675.

Albemarle St., London, W.1. Tel. Grosvenor: 5551. (C1018)

1951 Austin Sheerline saloon, black beige leather with covers, one owner, £675.—J. Fricker, Ltd., Park 5077. (C2016)

AUSTIN A.25 & A135

FUNERAL Trade Sheerline desire brand new, immediate delivery, illustrated brochures, write ALPE & SAUNDERS (COACHBUILDERS), LTD Head Office Hearse Enquiries, Station Approach, New Gardens, Richmond 1145. (C2669)

AUSTIN Sheerline saloon (1952), black with brown leather, 16,000 miles, excellent; £695.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) (C4022)

AUSTIN Princess saloon, May, 1950, one careful owner, spotless throughout, well below half-cost.—E. Claybourn & Co., Ltd., 37, Haingate, Doncaster, Yorks. Tel. 2414. (14651)

£876—1952 Austin Sheerline de luxe saloon, fitted radio, heater, etc., specimen, as new condition, cost over £2,200 less than 2 years ago, unrepeatable value; 3 months' guarantee, hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 621-623, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C3052)

CAMDEN MOTORS for AUSTINS.—An immaculate Princess saloon, Jan., 1951, one owner since new, fitted built in radio and heater, the very last word in comfort and luxury, offered at a fraction of its original cost at £695.

THIRTY-SEVEN other Austins in stock, Sheerlines from £665; 1951 Atlantic from £595; 1951 A70s from £375, late pre-war 10hp and 12hp saloons from £225, also a few 7hp Ruby saloons and Big Sevens.

CAMDEN MOTORS for Austins—Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

845—Austin Sheerline 1952 series de luxe saloon, steel grey, sliding head, grey leather, heater, radio, automatic jacks, one owner, small mileage, very carefully used exceptional condition, latest terms, exchanges; list; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 1051. (C3019)

LIMOUSINES, 1951/1952, exceptional selection partitioned Sheerlines, forward occasional, leather, also cloth upholstery; genuine low mileage unblemished carriages, competitive prices. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin A125 and A135 Cars Wanted

T H E

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

(10552/R)

AUSTIN TWENTY-EIGHT

CARR'S MOTOR, Ltd.—1959 Austin Rancagh limousine, 12hp engine just reconditioned, one owner, not used on hire—5, Warren St., W.1. Euston 4110. (C1040)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

MARSTON MOTOR Co. for your Austin.—Tel. 816, 8000, Seven Sisters Rd., Tottenham, N.15. (0599/R)

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. (0798/R)

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. (0541/R)

XXX H. F. Edwards offer immediate cash for late Austin cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbleton Motor Works, Ltd., Main Parts Stockists, 29 High St., S.W.19. Wim 0123. (0414/R)

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. (10225)

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 65001) and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 66001); and 502, Streatham High Rd., S.W.16 (Streatham 0254). (0160/R)

O. NORMAN & Co

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London S.W.1 Victoria 2211. (0271/R)

AUSTIN—Genuine spares and specialist repair service, immediately available in the West End.

MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932-8574. (10500/R)

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, Locks, dynamo, etc.; s.a.e. for list.—William's, 18, Balham Hill, S.W.12. Battersea 5200/3769. (1048/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Bedford, Middlex. Tel. Feltham 3274-5. (1059/R)

Austin Spares and Service

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 21. (1053/R)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acce Lane, S.W.2. Brixton 1155. (10184/R)

BENTLEY (31, 4½-litre and New 4½-litre)

C M

CAR MART, Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door sports saloon, 4,000 miles; £5,250.

1953 Bentley 4½-litre sports saloon, 5,000 miles; £5,850.

1952 Bentley 4½-litre standard steel saloon, 10,000 miles; £3,850.

1948 Bentley 4½-litre standard steel saloon, 44,000 miles; £1,975.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. (C1036)

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley specialists, offer the following cars in first-class condition:

1953 Gurney Mark VI standard Steel saloon, grey with blue leather upholstery, mileage 5,000, price £4,000.

1951 Tudor grey with blue leather upholstery, mileage 31,000, price £2,750.

1951 (Jan) Mark VI standard Steel saloon Tudor grey with grey leather upholstery, mileage 29,000, price £2,650.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. (10906/R)

PB

1936 (August delivery) 3½-litre Bentley, Prestone & Webb, mixed edar sports saloon, black blue leather.

PAIDON BROS., 60, Cheval Place, South Kensington S.W.7. Tel. Ken. 9477/7478. (C3033)

H

R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 4½ sports saloon; shell grey with pale blue hide, 8,000 miles; £3,950.

1952 4½ sports saloon, large lot; velvet green with brown hide, 16,000 miles; £3,650.

1951 Standard steel saloon, black with brown hide; bench type front seat; 26,000 miles; £2,950.

1950 Standard steel saloon; black with beige hide; 56,000 miles; £2,500.

1949 Standard steel saloon; black with beige hide; 50,000 miles; £2,300.

1948 Standard steel saloon, green with brown hide; 60,000 miles; £1,950.

1939 4½, overdrive H. J. Mulliner razor-edge sports saloon; black and fawn with red hide, £1,550.

1936 Gurney Nutting 2-door pillarless sports coupe, black with grey hide, £950.

We are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

R. OWEN, Ltd.

17 Berkeley St., London, W.1. Tel. Mayfair 9000. (C3032)

JACK ODLING, Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers, offer their stock in their stock:

1953 4½-litre large-luxe, big-foot, standard steel saloon, low mileage.

1951 4½-litre standard steel saloon Tudor grey, blue leather, 26,000 miles; £2,950.

1951 4½-litre standard steel saloon, grey-grey hide, 25,500 miles; £2,250.

1951 (January) standard 4½-litre standard steel saloon, one owner, 35,000 miles; £2,550.

1950 4½-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,175.

1949 4½-litre 2-door Countryman saloon, grey/painted wood, 30,000 miles; £2,650.

1949 4½-litre standard steel saloon, black/beige leather, one owner; £2,175.

AUDLEY House, North Audley St., W.1. Mayfair 5242. (C3050)

SCOTT CARS offer:—

1947 Bentley standard steel saloon, immaculate; £1,750.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C3016)

MANN EGERTON & Co., Ltd.

1953 Bentley 4½-litre R type sports saloon, large boot; velvet green; beige leather upholstery; 2,000 miles; £1,775.

1952 Bentley 4½-litre Mk VI steel saloon, velvet green beige leather upholstery, 30,000 miles; £3,000.

MANN EGERTON & Co., Ltd.

OFFICIALLY appointed Bentley Retailers, 14, Berkeley St., London, W.1. Hyde Park 2075. (C2036)

OVERSEAS CARS, Ltd., offer:—

1935 Bentley 4½-litre saloon, black, Park Ward body; £675. For other Overseas Car bargains see page 35.

OVERSEAS CARS, Ltd., 227, Brumpton Rd., Knightsbridge, S.W.3. Kensington 7475. (C3081)

KNIGHTSBRIDGE MOTORS Ltd.

1950 (March delivery) Mark VI standard steel saloon, black with beige hide, one owner, full modifications by Bentley Motors, Ltd., and maintained by them; £2,375.

3 Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Bayswater 4266. (C2004)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

J B
JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 6 p.m.
EXAMPLE:—1951 standard steel saloon, painted mid-night blue and upholstered in beige hide, speedometer reading 53,000 miles; price £2,375. Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May 7444. [C1062]

W J. BROWN, Ltd. Established over 50 years.
1947 Bentley Mark VI standard steel saloon, finished in grey with grey leather interior, radio heater and sun roof; £1,750.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

COOMBS & SONS (GUILDFORD), Ltd. offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturer; £1,825.

COOMBS & SONS (GUILDFORD), Ltd. Portsmouth Rd., Guildford GU2 9JF-8-9. [C1057]

1939 Bentley 4½ overdrive saloon, black, H.M.V. radio.

1949 Bentley Mk VI steel saloon, two-tone grey, almost as new, also 1951 steel saloon with black coachwork, 25,000 miles, superb condition, exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe,ournemouth. Tel. Southbourne 43544. [C4024]

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1951 Bentley Mk VI standard steel saloon, 2-tone metallic grey, red leather, 35,000 miles, one owner, a really beautiful car, loose covers fitted since new; £2,795.

OFFICIAL retailers and repairers—18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts.

1935 Bentley 3½-litre Park Ward saloon, black, radio, heater, excellent condition throughout; £650.

1948 (Dec., '49) Bentley Mark VI standard steel saloon, black, beige leather, radio, heater, recently completely overhauled, one owner; £1,695. [C1001]

1950 (June) Bentley saloon, 32,000 miles, faultless, Weybridge 600. [C4023]

1951 standard steel saloon, one owner, chauffeur driven, black with blue hide, 37,000 miles, perfect condition; £2,700.—Box 2449. [4553]

3½-litre Bentley saloon post-war, condition exceptional, guaranteed history available; £650.

RPCO, Ltd. (Bentleys purchased), 16, A'benmarie St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C5052]

1936 4½-litre Hooper four-seater coupe, beige, black leather; £775.

1935 3½-litre Park Ward saloon, black, blue leather, radio; £750.—J. Fricke, Ltd. Park 5077. [C2016]

1953 saloon, Tudor grey, leather radio, heater, covers, low mileage, one owner, as new; £1,750.

1953 (August) Mulliner saloon, ducan blue, tan hide, 1,500 miles, cost £6,000; accept £4,795.

1950 (June) Bentley saloon, black, beige leather, G.T. series, superb condition; £2,295.

1936 (October) H.K. series 4½ Bentley Park Ward saloon; £875.—Jacquier, Ltd., 225-7, Hamlyn Rd., W.6. Riverside 6677-8. [C2045]

BENTLEY 3½-litre, August, 1935, special 4-door sports saloon, heater, radio, many extras; £575.—Duchene of Wimborne, Dorset. Tel. 108. [4609]

1947 Bentley Mark VI; £1,645.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1948 Bentley Mark VI, James Young 4-door saloon, black, mileage 46,000, perfect condition; price £2,250.—Box 2479. [4579]

CASSELL MOTOR MART—1937 series Bentley 4½ Park Ward sports saloon, unblemished; £875.—5, Warren St., W.1. Euston 4110. [C1040]

1951 Bentley all-steel saloon, works history available, very superior car, part exchange considered; £2,350.—38, Cattle St., Cambridge. Tel. 59643. [4545]

1951 Bentley Mk VI saloon, radio, etc. in beautiful condition; £2,650.—Green & Zonis, Ltd., 248-252, Deansgate, Manchester, 3. Tel. Deansgate 5325-6. [C2028]

1948 Mark VI saloon, finished black, grey hide interior, fitted radio, interior heating; £1,695; choice of two.—H. A. Saunders, Golders Green, N.W.11. Speedwell 8692. [C3004]

1936 Bentley H.K. Series 4½-litre Thrupp & Maberly saloon, excellent condition; £875.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

FRANK DALE offers 1937 delivery 4½-litre Rolls Bentley 4-door saloon in cream and black, exceptional chassis, heater and radio; £795.—61, Lancaster Mews, W.2. Pad. 4681. [C1067]

1949 Bentley chrome disc, radio, heater, sportsmen car; £2,150.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

1952 (March) 4½-litre Bentley, H. J. Mulliner special lightweight saloon, colour green with beige upholstery, virtually unmarked, mileage 17,500; £4,150.—MacVitie, Malvern. Tel. 300. [4510]

1936 Bentley 4½ two-door sports saloon by Barger, colour black, green upholstery, disc wheels, radio, good tyres, latest chassis; £4,150; over offered at £3,850.—R. M. (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

BENTLEY (3½, 4½-litre and New 4½-litre)

CAMDEN MOTORS for Bentleys—Standard steel saloon 1948 model (Dec., 1947 delivery), in black with brown leather, fitted heater, wing mirrors, seat covers, screenwash, etc., one owner, moderate total mileage; superb condition; £1,845.

CAMDEN MOTORS for Bentleys—Overdrive 4½-litre sports saloon, 1939, Freestone & Webb, late delivery, two owners, immaculate specimen; £1,115.

CAMDEN MOTORS for Bentleys—Overdrive 4½-litre sports saloon, 1939, Park Ward model, slightly earlier registration but in the same very immaculate order; £1,095.

CAMDEN MOTORS for Bentleys—4½-litre Park Ward sports saloon, 1937, equipped with many extras, superbly maintained by previous owner, moderate mileage; £845.

CAMDEN MOTORS for Bentleys—4½-litre drop head four-seater coupe, 1937, Park Ward model, in black with brown leather interior, fitted radio, heater, pass-lights, etc., another outstanding specimen; £795.

CAMDEN MOTORS for Bentleys—4½-litre sports saloon by Gurney Nutting, 1937 series and chassis (Nov., 1936 delivery), only two owners, a very beautiful car; £795.

CAMDEN MOTORS for Bentleys—Park Ward sports saloon, 1935, one owner last eight years, very carefully used, whole car in outstanding order; £645.

CAMDEN MOTORS for Bentleys—Van der Plas sports saloon, July, 1935, a one owner car, original coachwork just recoloured for the first time since leaving the factory, very fine order; £595.

CAMDEN MOTORS for Bentleys—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

£1195!!!!—1939-9 Bentley 4½-litre, fitted magnificent 5-seater Thrupp & Maberly drop head four-seater coupe, whole vehicle just completed £600 overhaul for Continental trip, in faultless condition throughout.—Below

£645!!!!—Bentley 3½ special Thrupp & Maberly 2-door 5-seater sports saloon, magnificent chassis, super modern bodywork, similar to above vehicle, unsurpassed bargain; 5 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground).

1939 (registered 18.1.39) 4-door sports sunshine saloon, black with brown hide, without overdrive, the fastest pre-war model, 95m.p.h. and 20 m.p.s., total mileage 85,000; makers' overhaul July, 1953, and whole car in superb condition; offered by private owner, £1,145.—G. North, Compton Abdale, Cheltenham, N.1. Wellington 20. [4429]

1937 4½ Bentley 4-door razor-edged sports saloon by Freestone & Webb, black and red hide, interior almost unmarked, radiator, headlights and all bright parts silver plated, open to any examination and carries a Bentley history, accept £675 lowest.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

BENTLEY standard steel saloon, grey and black, fitted numerous extras and in immaculate condition, only done 23,000 miles since new in 1949; maintained at Rolls works, all tyres as new, Lifeguard tubes fitted, undercarriage bituminised, all bolts, tools and keys, whole outfit as new; bargain; £2,500; exchanges and h.p. facilities.—Milton Motors, 258, Deansgate, Manchester, 3. Blackfriars 5825. [4558]

1938 Sports 4-door Park Ward 4½-litre saloon (history available) leather, most excellent condition throughout, black; £385.—A. J. & Saunders, Providence Court, North Audley St., Mayfair-2941. [C1006]

BENTLEY (PRE 1931)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under Sports Cars. [C3041/R]

Bentley Cars Wanted

C M
THE CAR MART, Ltd. wish to purchase Bentley cars.—Gloucester Road, 150, Park Lane, W.1 (Corner of Piccadilly). Gloucester 3434. [0958/R]

R
ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3 Ham. 6041. [W4013/R]

Bentley Cars Wanted

BENTLEY wanted—valentine 4674 after 6 p.m. [W4018]

BARTLETT will pay more for good Bentleys—27a, Pembroke Villas, W.11. Bayswater 0533. [W1013]

HATTON MOTORS, Ltd., Birmingham will buy or part exchange your 3½- or 4½-litre Bentley—71, Broad St., Midland 2437. [0557/R]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [10540/R]

MARK VI Bentley wanted, 1949-1951, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner, Middx. Tel. 360 or 494. [W1095]

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 6245. [W2084]

WANTED privately, Bentley 1953 saloon or coupe; full details, photograph if possible and lowest price.—Box 2504. [4648]

WE are open to purchase any type pre-war Bentley complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R]

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W5030/R]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. [10592/R]

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close 8th. Wimbledon Tube). Liberty 7222 (8 lines). [S1082/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. [10595/R]

A spares and replacements for pre-war Rolls-Royces, full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [0490/R]

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1952 Bond Minicar Safety saloon, a model in great demand equipped as a 4-seater, extremely economical to run; 2199s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Va'e 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047]

£195!!!!—Bond Minicar just a fraction over 12 months old, full de luxe with glass windscreen, etc., nominal mileage and in very nice condition indeed.

RAYMOND MOTORS, Leighton Buzzard, Beds., Tel. C2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1058]

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers: H.P. accounts settled; exchanges—Stockwell Rd., S.W.9. Brixton 6251. [10543/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar: repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [10827/R]

BRISTOL

A
ANTHONY CROOK—1949 Bristol 400, completely overhauled, recoloured, rechromed, 401-type engine, close ratio gearbox, numerous extras.—Anthony Crook Motors, 14-16, High St., Esher, Surrey. [C1065]

L. F. WARD, Ltd.

1953 Bristol 403, 3,000 miles, Cambridge grey, car as new.

1950 401 Bristol, engine completely overhauled by two owners, fitted radio and heater.

L. F. WARD, Ltd., Grange Road Garage, Orange Rd., Thornton Heath, Tel. Thornton Heath 3547. [C4043]

OFFICIAL Bentley retailers

CHARLES FOLLETT, Ltd. offer:

1950 Bristol 400 saloon, one owner, metallic blue, exceptional condition; £1,195.

Bentley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

KEVILL DAVIES & MARCH Ltd

OFFICIAL Bentley retailers

41—43 Hay's Mews, Berkeley St. W.1 Gros 2545 [C2054/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

UNIVERSITY MOTORS, Ltd. guaranteed cars always available—40 Piccadilly W.1 Grosvenor 4141 (C1015)

BARTLETT—Bristol 1950 401 saloon, wireless, many extras; £1,450.—27a, Pembroke Villas, W.11, Baywater 0523. (C1015)

1948 Bristol 400, black, low mileage; £995.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

1948 Type 400 Bristol saloon, modified chassis and bodywork, recently overhauled, colour black, price £1,000; also another similar model, price £950.—Below. (C1050)

1952 (April) Bristol 401 saloon, one owner, colour green, Ekco radio, twin speakers, heater, tailored cloth seat covers, special mats, oil radiator, screen washer, Marchal fog lamp, over £100 worth extras, this car has been most carefully maintained and driven since new, guaranteed total mileage 12,000. £1,900.—A.P.N., Ltd., London Rd., Isleworth, Middlesex, Hounslow 0011. (C1015)

1952 Bristol 401 saloon, black beige, radio and heater, 9,000 miles only, inspected and passed by the Bristol Aeroplane Co.; £1,875.—University Motors, Ltd., Grosvenor 4141. (C1055)

1953 (Sept.) Bristol 405 saloon, lavender, Ekco motor, radio, heater, total mileage only 4,000, as new.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. (C1059)

J. DAVY offers Bristol 403 saloon 1953 June, 3,700 miles; a magnificent car that recently cost £3,000 offered at £2,575; exchanges welcomed.—180-4, Kensington High St., W.8, W.8, 3641, and 215, Bromley Rd., S.W.5, Ken. 1108. (C1069)

404 sports coupe, the actual Ears Court Show model, blue with grey leather upholstery, H.M.V. radio, heater, foglights, chromium plated wheels, list price, including extras and purchase tax £3,661/8/9, ex works.—James H. Galt, Ltd., Bristol distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. (C1060)

ANTHONY CROOK, leading distributors of Bristol cars since their inception, offer the largest selection of new and used Bristols in stock for immediate delivery; all models available; any make of used car in part exchange; Bristol-trained staff, send for list.—Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2232-5. (C1063)

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—
FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, B.N.W.2, Tel. Gladstone 6303. (C1040)

BARTLETT will pay most for good Bristol—27a, Pembroke Villas, W.11, Baywater 0523. (C1015)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.3, Ham 6041. (C1041)

A.P.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx (Hounslow 0111). (C1047)

XXX H. P. Edwards offer immediate cash for good Bristol cars.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (C1020)

1953 403 model, small mileage, must be immaculate, price please to Wray Park Garages, Ltd., Heigate 2265. (C1066)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3, Ham 6041. (C1041)

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares comprehensive stock, wholesale and retail.—61, Portland St., W.1, Langham 7733. (C1044)

BUGATTI

L. E. MANS winning type Bugatti 57S with 2-seater coupe body; £950.—J. Lemon Burton, Lonsdale Rd., London, N.W.6, Maida Vale 1351. (C1070)

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6, Maida Vale 1351. (C1071)

BUICK

1951 Buick 4-door saloon, right-hand drive.—Below

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.5, Kensington 4356. (C1024)

RHD Buick 1948 superb sedanet.—Valentine 4674, after 6 p.m. (C1018)

1952 r.h.d. Buick Super 51, 15,000 miles, as new, maintained by concessionaires; £3,250.—Coghlan, 'Pella', Copthorne, Sussex. (C1051)

CAMDEN MOTORS for limousines, the largest selection in the country 72 models in stock including many Buicks.—See Limousine, Classified Section. (C1055)

AMERICA'S number one car, 1951 2 Buick Riviera with automatic transmission and full circle visibility, a very attractive body colour and upholstery combination, radio and three-temperature air-control.—Tel. Valentine 4674 after 6 p.m. (C1018)

1948 right-hand drive Buick Super 2-door Turpido saloon, radio, heater, screen washers, winking lights, tartan loose covers, serviced by concessionaires, as new.—20, Leamington Rd., Coventry, Tel. Coventry 68223. (C1059)

£395—Magnificent 1939/40 Buick 30hp, fitted special 4-door drop head coupe bodywork, immaculate condition throughout, just completed £175 overhaul, including engine, brakes, steering, etc., very rare model and gift at this price. 3 months' guarantee; hire purchase, exchanges. (C1059)

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). (C1052)

LEMOINE 1938, partition, forward occasional, genuine low mileage black, reasonable cost.—Alpe & Saunders (7-seaters purchased). Providence Court, North Audley St. Mayfair-2941. (C1006)

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers.—Wembley 8691/3903. (C1015)

JOE THOMPSON (MOTORS), Ltd., require Buicks—97, Fulham Rd., S.W.5, Kensington 4858. (C1028)

7-SEATER private 1957/38 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

XXX H. P. Edwards offer immediate cash for good Buick cars.—Details, please, to 20, Great Portland St., London, W.1. Tel. Langham 0012. (C1025)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St. Piccadilly London W.1, Hyde Park 7121. (C1054)

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (C1041)

CADILLAC

1939 60 special 4-door saloon, also 7-seater limousine, both black, specimen cars.—Below

1949 Cadillac convertible.—Below

1950 (November) 62 model 4-door saloon, 15,000 miles.—Below

1951 Cadillac 60 special 4-door saloon.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.5, Kensington 4858. (C1028)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars" (C1015)

1953 (July) Cadillac 62 saloon 3,800 miles only, superb condition, most wonderful car.—28, Park Corner, 33, Grosvenor Crescent, W.1, Sloane 5215. (C1056)

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. (C1015)

JOE THOMPSON (MOTORS), Ltd., require Cadillac—97, Fulham Rd., S.W.5, Kensington 4858. (C1028)

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St. Piccadilly London W.1, Hyde Park 7121. (C1054)

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (C1041)

CHEVROLET

B. J. HUNTER, Ltd., offer:—
1950 Chevrolet saloon de luxe, latest American 2-tone colour scheme, superb appearance, really genuine car; £795

B. J. HUNTER, Ltd., 22, Crickwood Broadway, B.N.W.2, Tel. Gladstone 6303. (C1040)

1949 Chevrolet Styleline 2-dr. alm. r.h.d.; £1,095.

1951 Chevrolet Styleline 4-dr. de luxe sin., r.h.d. Powerglide, seat covers, radio, heater. £1,495.

MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13-14, Upper St. Martin's Lane, W.C.2, Temple Bar 3598. (C1027)

1951 Chevrolet, 1,000 miles only, as new, £1,250, radio, heater, etc.—Southern Aircraft (Gloucester), Ltd., Gatwick Airport, Horley, Surrey. (C1051)

GUY ALFRED & Co., Ltd.—1949 (registered 1951) Chevrolet Fleetline saloon 1952 condition throughout.—6-7 Warren St., W.1, Euston 3268. (C1006)

1952 right-hand drive Powerglide transmission blue, nylon covers, radio, heater, winking lights, one owner virtually new.—20, Leamington Rd., Coventry, Tel. Coventry 68223. (C1059)

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. (C1015)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2, Temple Bar 3598. (C1027)

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Temple Bar 3598. (C1027)

CHRYSLER

CAR MART, Ltd., offer:—
1939 Chrysler 28hp saloon; £395.

CAR MART, Ltd., 150, Park Lane, W.1, Grosvenor 3434. (C1059)

AUTO SALES (LONDON), Ltd., offer:—

1939 Chrysler 24hp Wimbledon saloon, with overdrive and steering column gear change; £265.—Auto Sales (London), Ltd., Belaire Rd., N.W.6, Maida Vale 5555. (C1025)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Chrysler New Yorker r.h.d. saloon, total mileage since new, 35,000 fitted radio heater, loose covers, etc. £675.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford, Guildford 62907-8-9. (C1057)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars" (C1015)

£165—Chrysler 20hp saloon, magnificent condition, excellent leather upholstery, whole car so beautiful no one could possibly believe it's 16 years old; 3 months' guarantee, hire purchase, exchanges. (C1059)

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). (C1052)

Chrysler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.3, Ham. 6041. (C1041)

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd., offer:—

CHRYSLER distributors will purchase all types of Chrysler vehicles—59-65, Belaire Rd., Swiss Cottage, N.W.6, Mai. 5555-2155. (C1045)

1950 or later Chrysler or Plymouth saloon required, must be right-hand drive.—Grinshaw, Prestwich 2278 Manchester. (C1056)

7-PASSENGER, 1938-39, required, (privately owned), details please, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd., offer:—

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belaire Rd., N.W.6, Mai. 5555-2155. (C1045)

CHRYSLER Specialists, comprehensive spares, repairs and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Haddenham, Essex. Tel. Haddenham 57271. (C1053)

CHRYSLER Specialists, repairs, spares, exchange engine service.—A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (C1051)

CITROEN

BM 1952 Light 15 sun saloon, one owner, 25,000 miles, cellulose, red interior, new tyres recently fitted, demister, heater, map and reversing lights; for sale only as late owner has taken delivery of a Ford Zephyr; £645, terms, exchanges.—Beverly Motors, Beverley Rd., Hingham Park, London, E.4, Larkwood 7208 or 2031. (C1066)

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1, Vic. 2211. (C1036)

H. W. MOTORS, Ltd., offer:—

1949 (model) Citroen Light 15, finished black, beige leather upholstery, fitted many extras, nominal mileage; £495.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C1042)

H. W. MOTORS, Ltd., offer:—

1948 (model) Citroen Light 15 saloon, finished maroon with red leather upholstery, this car is in exceptional mechanical condition, serviced exclusively by us for the last owner, £445.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C1042)

EVANS & O'MALLEY offer:—

1952 Citroen 6 saloon, one owner low mileage; £795.—Lewden Square, Knightsbridge, S.W.1, Soane 1355/1709. (C1070)

HAROLD SIMONS, Ltd., offer:—

1952 Citroen Big 6 saloon, 20,000 miles, new tyres, late property of one owner, an engineering enthusiast; £755, 3 months' written guarantee, free service after sale, deferred exchange, trade enquiries welcomed.—Harold Simons, Ltd., 37-40, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 5 minutes Trolley East Finchley Tube). Finchley 0952-53. (C1048)

JOHN S. TRUSCOTT, Ltd. for Citroen

OFFICIALLY appointed retailers

NEW models from stock.

SEVERAL post-war Light Fifteen saloons from £395, 6-cyl. models from £675, full details of current stock on request.

EXCHANGES, deferred terms

173 Westbourne Grove, W.11, Bay 4274

CHARLES POLLETT, Ltd., offer:—

1949 (Dec.) Citroen Big 6-cyl., green, sunroof, radio and heater, 1 owner, twin carbs, a very fast, roomy and economical car at £555.

18 Berkeley St., W.1, Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard on Epsom Ave. W.9, Cunningham 5336. (C1010)

RICHARDS & CARR, always best value.

1949 6-cylinder saloon, 1 h.d., complete engine overhaul, spotless; £395.

1948 Citroen Light 15 de luxe saloon, sliding roof, excellent example; £425.

35 Kilmington St., London, S.W.1, Soane 5424. (C1045)

W. J. BROWN, Ltd., Established over 50 years

1949 Citroen Light 15 saloon, black, red leather, one owner; £495.

339 Finchley Rd., N.W.5, Hampstead 4413. (C1025)

WORTHING MOTOR CO., Ltd. for Citroen sales, spares service.—Tel. Worthing 71. (C1074)

1948 Citroen 15 saloon, one owner, low mileage, superb condition, 3 months' guarantee; £465.

C & W MOTORS, Ltd., Green's Head Garage, East End Rd. N.3, Finchley 6256/13 lines. (C1061)

1952 Citroen saloon, black red leather one owner, 11,700 miles.—J. Fricker, Ltd., Park 5777. (C1016)

1951 15hp Citroen de luxe saloon black, red leather, nominal mileage; £505.—Woking Motors (Maybury Hill) Ltd. Woking 1928. (C1057)

CITROEN Light 15, first registered 1951, exceptional condition, £415.—Smith & Hunter, 216, Kensington High St., W.14, Western 2512. (C1015)

1946 Light 15, excellent condition throughout, black; £350.—Clairmonte Bros., Sharnbrook Rd., London, N.8, Mountview 5285. (C1056)

1952 Citroen 6, finished green, beige leather, 15,000 miles only, £765.—R. Currie & Co., Ltd., 108, Westbourne Grove, W.2, Raynham 0066. (C1065)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

ROSE & YOUNG, Ltd., offer 1951 (Dec.) Citroen Light 15, low mileage, one owner, immaculate condition, black, £595.—65-69, Starnthorpe Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. 35057

CITROEN Big Six sunshine saloon, black, red leather, heater, radio, fog, spot and reverse lamps, screen washer, Fram oil filter, wing mirrors, recently overhauled by makers, superb condition; price £625, or near offer.—Ralph Davis, Ltd., Putney Bar 2371. [4591]

495—Citroen Light 15 1950 model sports saloon, sliding head, leather, radio, one owner, excellent condition; terms, exchanges list, open 9-7 weekdays and Saturdays.—Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

HINDHEAD MOTOR WORKS, Ltd., offer 1952 Citroen Light 15, grey with red leather, heater, one owner, excellent condition throughout, £735; 1950 Citroen 6-cylinder, in grey with red leather upholstery, one owner, excellent condition throughout, £550; 1949 Citroen Light 15, black with red upholstery, £495; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey, Tel. Hindhead 665. [C2061]

CITROEN Light 15, 1940, this car has been enthusiastically owned since new and within the last year the following replacements have been carried out: a works engine (through), new tyres (Michelin), complete front assembly and gear lever linkage, the car has recently been re sprayed and is a very good example of this famous Marque; the extras include Windtones, twin spots, heater, radio and full screen demister and a natty little bug deflector. £275, from Portland Sports Auto, Meadowhead Garage, Meadowhead, Sheffield, S. Tel. 45212; open Sundays. [4585]

Citroen Cars Wanted

CITROEN The Car Mart, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3454. [0172/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.—NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R]

REALLY good second-hand Citroen required.—Cobb, 50, Harley House, N.W.1. [W1086]

CITROEN—John S. Truocott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11 Bay, 4274. [W4055]

Citroen Spares and Service

SOUTH of the Thames

BALERS, of Croydon, distributors and specialists for over 25 years, repairs, overhauls and spares. Tel. Croydon 3151-2. [0187/R]

SHRIMPSON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd. S.W.3, Kensington 9454.

SCHAEPS and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490, 10727/R

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4865.—Citroen parts, reconditioned drive; trains 48-hr. service. [3996]

WOODFORD CAR MART, Essex distributors, for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex, Buckhurst 0017. [0200/R]

CITROEN—We are distributors for N.W. Kent and specialists in reconditioning these cars, front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. [0746/R]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd.—Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, arrive, joints reconditioned 48-hr., all spares stocked. [0585/R]

CORD

1937 Cord Westchester supercharged saloon, low mileage, coachwork ivory white, magnificent condition; exchanges with cash adjustment on either side

SWANOMORE Garage, 1176-1180, Christchurch Rd., Swancombe, Bournemouth. Tel. Southbourne 45544. [C9024]

CROSSLEY

£175—Crosley Regia sports 4-seater 10hp, outstanding looking vehicle, extremely economical with tremendous performance; 3 months' guarantee; hire purchase exchanges.

LAMB'S, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052]

DAIMLER

ACRES offer:—

1939 Daimler 2½-litre saloon, black with brown leather upholstery, in immaculate condition; £375.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

CHARLES POLLETT, Ltd., offer:—

1951 Daimler Consort saloon, black, one owner, radio and heater, chauffeur driven since new, really magnificent condition; £995

OFFICIALLY appointed retailers and repairers.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

1949 2½-litre Daimler Tickford d.h. coupe, black, cream interior, excellent condition; £1,200.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

DAIMLER

GUY SALMON AUTOMOBILES offer:—

1950 Daimler 27hp chassis fitted Freestone & Webb semi-racer-edged owner-driven saloon, total mileage from new 7,000, one owner, this luxurious vehicle cost £3,500 now and is offered at the attractive price of £1,595.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. [C4001]

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe (1951),

DAIMLER 2½-litre Consort (1951), black, 12,000

DAIMLER 2½-litre Consort (1951), 5,000

DAIMLER 2½-litre Consort (1951 model), black with

DAIMLER 2½-litre saloon (1949), blue with blue

DAIMLER 2½-litre saloon (1948), black with red

DAIMLER 2½-litre saloon (1939), black with

DAIMLER 2½-litre saloon (1947), grey with blue

DAIMLER 2½-litre saloon (1947), grey with blue

DAIMLER 2½-litre saloon (1947), grey with blue

DAIMLER 2½-litre saloon (1947), grey with blue

DAIMLER 2½-litre saloon (1947), grey with blue

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DAIMLER 2½-litre saloon (1947), grey with blue

DAIMLER 2½-litre saloon (1947), grey with blue

Daimler Cars Wanted

CHARLES POLLETT, Ltd., officially appointed Daimler

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores—Barnsdale Yard, off

KIRKWOOD CARS buy most types of Daimler.—779,

REQUIRED, good used Daimler.—G. Edwards, Amen-

ROWLAND SMITH'S, the Car Buyers.—Highest cash

XXX H. F. Edwards offer immediate cash for

7-PASSENGER 1937/38/39 privately owned £1.24

DELAGE

BROOKLANDS: individuality, new and used cars.

1951 series Delage D6 saloon, 9,000 miles.

103 New Bond St., London W.1. Mayfair 8351-6.

!! Chipstead Motors, Ltd.—See our advertisement

REQUIRED, good used Delage.—G. Edwards, Amen-

DELAGE

SELBORNE, World Concessionaires, engines and body

SELBORNE, World Concessionaires, engines and body

DELOW

1950 Nov. Delow blue, fair condition; £330 or

GORDON GARAGE (DULWICH), Ltd., Delow distri-

D.K.W.

D.K.W., car! bought for cash, taken on sale or return,

B & M GARAGES, Ltd., for new crankshafts, guaran-

D.K.W. Spares and Service

C.F. SMITH & Co., 83-85, St. John's Hill, Clapham

DODGE

CAMDEN MOTORS for limousines, the largest selection

Dodge Cars Wanted

7-PASSENGER 1938/39, required, privately owned,

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

DICKS.

1939 Fiat 500 coupe, a very attractive and well-maintained car. £250.
DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6886-9. (C1072)

NORTHERN MOTORS OF HARROW offer:—

£269 1947 Fiat 500 Cabriolet, new engine, re-lined brakes, a beautiful little car at a giveaway price—186/194, Finner Rd., Harrow 4444. (C3025)

S & S MOTORS, 1957 500cc, excellent condition, good mechanically; £175.

1949 500, shooting brake, one owner, small mileage.

1950 1,100cc saloon, 20,000 only, one owner, car is immaculate, 40mpg, 70mph; three months' guarantee—S. & S. Motors, 165a, Westbourne Grove, W.11, Baywater 1644. (4556)

1953 unregistered Fiat 1100cc—Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2232-3. (C1065)

225 ens—Fiat 500, 1939 model convertible coupe, leather terms, exchanges—Rowland Smith, below.

195 ens—Fiat 1100, 1949 saloon, sliding head, leather, 11.5, good condition, taxed; terms, exchanges—Rowland Smith, below.

175 ens—Fiat 500 1937 convertible coupe, leather, very good condition, taxed; choice of 4 Fiat 500s; terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1940 4-seater convertible, reconditioned engine, excellent condition; £260—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5265. (C1096)

1939 Fiat 500 cabriolet, duo-bow, smart; £225. Richards & Carr, 35, Kinnerston St., London, S.W.1. Sloane 5424. (C5045)

C. V. RUSHMER, The Fiat Specialist for fully reconditioned models, 1400, 1100, 500; only first-class examples offered; fully guaranteed—32, Holland Park, W.11, Park 5731. (C5061)

Fiat Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Fiat—Hampstead (Tube), N.W.5, Ham. 6041. (W4018/R)

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat—Balderton St. W.1. Mayfair 5104. (0655/R)

Fiat Spares and Service

FIAT 500 trouble?—T.T. B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6028. (0525/R)

S & S MOTORS, Fiat 500cc spare stockists, retail and trade; replacement service units—165a, Westbourne Grove, W.11, Bay. 1644. (0156/R)

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £35; Fiat repairs and renovations at competitive prices—Beyers.

MAYFAIR GARAGES, Ltd.—Balderton St., W.1. Mayfair 5104, open 9-6, Sats. 9-1. (0652/R)

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service—Tel. Perivale 5651. Grams: Fiat Wembley. (0959/R)

500—1100, 1500 Fiat, full range of spares, reconditioned bench tested engines, gearboxes, radiators, dynamos, starters, distributors, in exchange; new carburetors, exhaust systems, running boards, hoods, S.I.A.T.A. oil conversion set, practically new and complete, 18hp instead of 12hp! Stamp flat; reconditioning and servicing—Derrington, 159-161, London Rd., Kingston 5621-2. (81071)

FORD (8 h.p.)

W HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Ford Anglia 8hp saloon, colour Bristol, fawn, fitted seat covers, low mileage, one owner, with guarantee; £365.

W HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. (C5042)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 4242 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). (0099/R)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 9-14, Meard St., Soho, W.1. Langham 1594-5—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (0578/R)

1949 Anglia saloon, black, one owner, excellent condition. £295—H. A. Saunders, Austin House, 144, Golders Green Rd., N.W.11. Speedwell 6011. (C4004)

Ford Eight Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Ford 8 cars—320, Euston Rd., N.W.1. Euston 1212. (0172/R)

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 8—Hampstead (Tube), N.W.5, Ham. 6041. (W4018/R)

W WHY accept less for your Ford Anglia saloon, 1946 to 1948, when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Oldstone 2254. (W2008)

FORD (10 h.p.)

C M THE CAR MART, Ltd., wish to purchase Ford 10 cars—350, Park Lane, W.1. Grosvenor 5434. (0174/R)

M ARSTON MOTOR CO., Ltd., for your Ford 10—Tel. Sta. 8090, Seven Sisters Rd., Tottenham, N.15. (0179/H)

W WHY accept less for your Ford Prefect saloon, 1946 to 1948, when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Oldstone 2254. (W2008)

FORD 14.9

H AROLD PERRY, Ltd., offer:—

1934 (November) Ford 14.9hp 4-cylinder saloon, one careful owner since 1938, grey, green hide, twin Windone horns, a splendid car which will last for years, specially suitable for rugged work. £46. Free service after-sale; deferred exchanges; trade enquiries welcomed—Harold Simons, Ltd., 59/401, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 3 minutes' Trolley East Finchley Tube), Finchley 0052-53. (C4005)

FORD (10 h.p.)

PERRY'S OF HARROW.
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4242 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). (0109/R)

AUTOMOBILIA, Ltd., offer:—

1947 Ford Prefect black, de luxe saloon, red leather upholstery, reconditioned engine recently fitted, £255—Pippbrook Garage, London Rd., Dorking 4304, 3891. (C1069)

W J. BROWN Ltd., established over 30 years, used Ford specialists.

1952 Ford Prefect saloon, beige, red leather, 11,400 miles, one owner, £465.

339 Finchley Rd., N.W.3, Hampstead 4414. (C1025)

1951 saloon, black, leather, recon engine, one owner, 20,000 miles; £415—Below.

1947 saloon, black, leather, heater recon engine, 8,000 miles; £315—Robbins East Putney Tel. 4581. (C8014)

1949 Ford Prefect, 19,000 miles, beige; best offer over £300—Box 2465.

1948 Ford Prefect saloon, reconditioned engine, one owner; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4051)

£155—1938 Ford 10 4-seater tourer; £55 down—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

1947 Ford Prefect, two excellent vehicles at £295. Smith & Hunter, 376, Kensington High St., W.14, Western 2512. (C4019)

£325—Ford Prefect 1948 4-door saloon, works engine just fitted, grey and red leather; many other.

BENMOTORS, 1, Clarendon Rd., Notland Park, London, W.11, Park 5066-7 (50 Yds. Holland Park Tube) Exchanges, H.P. (C1017)

1952 (June) Ford Prefect saloon, beige, one owner, tota. mileage 8,400, immediate order throughout. £425.

LYNE FRANK & WAGSTAFF, 5-5, Crouch End Hill, N.8. Mountview 4401. (C3056)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 9-14, Meard St., Soho, W.1. Langham 1594-5—1946-50 Ford Prefect saloons, low mileage, all guaranteed. (0578/R)

ARCHIE SIMONS & Co. Ltd.—1951 Ford Prefect saloon, colour beige, brown upholstery, nominal mileage, one owner only, as new; £345—94, Gt. Portland St., W.1, Lan. 1535. (C4015)

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £305—59, Colcoze Crescent, Hampstead, N.W.3 (8 mins. Outpost Tube), Pri. 5948. (C4266)

1948 Ford Prefect saloon, black, leather, one owner, new engine 9,000 miles; £315—Tribble Cars Ltd., Ford Retail Dealers, 94, North Side, Wandsworth Common, S.W.18, Vandeike 1166. (C4264)

1952 (Oct.) Ford Prefect, fawn with beige upholstery, heater, some covers, one owner, 20,000 miles; £425—Panitia Service Garage, London Rd., Outford 5526. (C2035)

375 ens—Ford Prefect, November 1949 saloon, leather, one owner, excellent condition, terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£295—1947 Prefect, one owner, 30,000 miles, black, nice condition throughout, mechanically excellent; also 1946 Prefect similar condition to above, £285—Kim Autosales, 68, Hatfield Rd., Wimbledon, S.W.19, Wimbledon 4025. (C2262)

Ford Ten Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Ford 10 cars—350, Park Lane, W.1. Grosvenor 5434. (0174/R)

M ARSTON MOTOR CO., Ltd., for your Ford 10—Tel. Sta. 8090, Seven Sisters Rd., Tottenham, N.15. (0179/H)

W WHY accept less for your Ford Prefect saloon, 1946 to 1948, when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Oldstone 2254. (W2008)

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 10—Hampstead (Tube), N.W.5, Ham. 6041. (W4018/R)

FORD 14.9

H AROLD PERRY, Ltd., offer:—

1934 (November) Ford 14.9hp 4-cylinder saloon, one careful owner since 1938, grey, green hide, twin Windone horns, a splendid car which will last for years, specially suitable for rugged work. £46. Free service after-sale; deferred exchanges; trade enquiries welcomed—Harold Simons, Ltd., 59/401, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 3 minutes' Trolley East Finchley Tube), Finchley 0052-53. (C4005)

FORD CONSUL

W HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Ford Consul, colour fawn, with leathercloth upholstery and spot lamp, 4,000 miles, one owner, £490.

W HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. (C5042)

A LWAYS

FORD Consuls. A selection with a written guarantee and free after sales service at:—

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction S.W.11, Batt. 2252. (C5322)

FORD CONSUL

SLOCOMBE'S, Ltd.

1952 Ford Consul, leather upholstery, radio and heater, with our unique guarantee which includes periodical checks and service at no charge. £610—Dudden Hill Lane, Willesden 4869. (C5017)

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Consul, 4,000 miles only, leather, one owner, £465—Auto Sales (London), Ltd., Belsize Rd., N.W.6, Maida Vale 5555. (4622)

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1951 Ford Consul, leather upholstery, radio and heater; £325.

HIGH ST., Wandsworth, S.W.18, Tel. Vanoyke 4433 (5 lines). (4596)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Consul, grey, radio and heater, 10,000 miles; £465.

1953 Ford Consul, fawn, radio and heater, 7,000 miles; £465.

56 Park Lane, W.1, Hyde Park 4866, 374, Ealing Rd., Alperton, Middx., Perivale 5588, and 6, 8 and 12, Sunley Rd., Clford, S.E.6. Hither Green 4821. (C1066)

W J. BROWN Ltd., established over 30 years, used Ford specialists.

1953 Ford Consul saloon, Dorchester grey, red leather, heater, 1,000 miles, one owner, £605.

1953 Consul in green with beige leather, 7,400 miles, one owner, immaculate, £660.

1952 Ford Consul saloon, fawn, beige upholstery, with heater, 1,400, £495.

339 Finchley Rd., N.W.3, Hampstead 4414. (C1025)

1953 Ford Consul, 4,000 miles only, fitted heater, £640—Beils Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. (11016)

1952—Halls (Finchley), Ltd., Osdon Parade, North Finchley, London, N.12, Tel. Hillside 1-64. (4594)

525 ens—Ford Consul, September 1951 saloon, leather, radio, heater, one owner, good condition; terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ROSE & YOUNG, Ltd., offer 1953 Ford Consul four-seater drop head coupe, 1,000 miles only, fitted heater and numerous extras, as new and unmarked, £795—65-67, Strenuous Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tube Hill 6464. (C3057)

1953 (Aug.) Ford Consul convertible drop head coupe, finished in blue with blue upholstery and hood, heater, screen washer, 1,200 miles only, guaranteed as new, very scarce type—James H. Cash, Ltd., 62, Woodlands Rd., Glagrove, C.1. Douglas 7596. (4561)

Ford Consul Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Consul—Hampstead (Tube), N.W.5, Ham. 6041. (W4018/R)

FULL value paid for Consul or similar, trade or privately—54, Streatham Hill, S.W.2, Tube Hill 6076. (W5916)

FORD ZEPHYR

W HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Ford Zephyr saloon, colour green with leather upholstery, seat covers, twin spot lamp, wing mirrors, heater, radio, Ace Rimblellers, reversing light, underseal, painted wheels, 7,000 miles, one owner, with guarantee; £725.

1953 Ford Zephyr saloon, registered October, Canterbury green with leathercloth upholstery and heater, one owner, 1,500 miles, £495.

W HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. (C5042)

A LWAYS

FORD Zephyrs. A selection with a written guarantee and free after sales service at:—

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction S.W.11, Batt. 2252. (C5322)

CAR MART, Ltd.

1953 Ford Zephyr saloon, radio, heater; £695.

CAR MART, Ltd., 159, Park Lane, W.1. Grosvenor 5434. (C1089)

W ARWICK WRIGHT, Ltd., offer:—

1953 Ford Zephyr saloon, heater, green, 5,000 miles; £395.

W ARWICK WRIGHT, Ltd., 130, New Bond St., W.1, Mayfair 9761. (C3045)

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Zephyr, Dorchester grey, red leather, heater, one owner, 14,000 miles only; £675—Auto Sales (London), Ltd., Belsize Rd., N.W.6, Maida Vale 5555. (4621)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Zephyr, blue, radio and heater, 4,000 miles; £725.

1952 Ford Zephyr, green, radio and heater, 13,000 miles; £625.

56 Park Lane, W.1, Hyde Park 4866, 374, Ealing Rd., Alperton, Middx., Perivale 5588, and 6, 8 and 12, Sunley Rd., Clford, S.E.6. Hither Green 4821. (C1066)

COOMES & BONS (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, black/red nose covers, heater, etc.; £575.

COOMES & BONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-9. (C1057)

1951 one-owner Zephyr, 17,000 miles only, duo-colour cream and brown, fitted radio, heater, unquestionable bargain; £565 (1) — A. Z. Jackson, Palmerston Rd., N.W.8, West 5725. (07111)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

C HARLES FOLLETT, Ltd., officially appointed retailers, offer—
1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car, 3 months' guarantee; value at £645. Berkeley St., W.1. Mayfair 6266.

SERVICE. Works and Stores, Barnedale Yard, off Klein Ave., W.9. Cunningham 5935. [C2010]

W J. BROWN, Ltd., established over 30 years, used Ford specialists.
1953 Ford Zephyr saloon, Dorchester grey, red leather, heater, 714 miles, one owner, £745.
1952 Ford Zephyr saloon, opal, leather, heater, radio, 10,000 miles, one owner, £645.
339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

1953 Ford Zephyr, colour black, red leather, fitted heater, 100's throughout. £625; see also our advert on page 33.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harrow. Potter 81. 121. [C3038]

1952 Zephyr saloon, black/red hide upholstery, radio and heater, small mileage, unmarked. £625; consider part exchange.—14, Offington Gdns, Worthing—Swandean 849. [C4027]

1953 (Oct.) Ford Zephyr, black, 2,000 miles; as new, £695; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Ray 4274. [C4035]

FORD Zephyr, first registered Sept. 1952, black saloon, wireless and heater, excellent condition, chauffeur maintained, under 10,000 miles, best offer over £600.—Griffin, 16, Coleman St., London, E.C.2. Tel. Monarch 4345. [C4035]

645gus.—Ford Zephyr, November 1952 saloon, leather, heater, one owner, small mileage, spares unused, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 9007. [C5917]

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.5 Ham 6041. [W4314/P]

FORD (V.8)

W HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer—
1949 Ford Pilot saloon, colour black with brown upholstery, fitted loose covers, link mats, radio, twin spot lamps, one owner, nice car, £430.
1952 Ford Pilot coachbuilt Pullman, with built-in heater, perfect condition, 5,000 miles, one owner, £650.

W HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. [C3042]

W AUTOMOBILIA, Ltd., offers—
1951 (Apr.) Ford Pilot de luxe saloon, black, brown hide, one owner, exceptional condition, heater, £475.—Pippbrook Garage, London Rd., Dorking 4304, 3891. [C1089]

W J. BROWN, Ltd., established over 30 years, used Ford specialists.
1950 Ford Pilot saloon, blue with blue leather, heater, one owner, £395.
339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer—
1949 Ford Pilot saloon, silver grey, low mileage, excellent condition throughout, £395. [C1001]

1951 model Pilot, exceptional condition, unrepeatable value; £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4723. [C1011]

1949 Ford Pilot, radio, heater and leather, in excellent condition throughout. £345.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1951 Ford V.8 Pilot saloon, black with brown interior, chauffeur maintained, excellent condition throughout, £395, also a 1950 saloon at £355. Garage Service Co., Ltd., 1,081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

£195!!!—Magnificent Ford V.8 30hp saloon, very rare condition one of the finest we have ever had, in one looking at or driving this vehicle will believe it's 14 years old; 3 months' guarantee; hire purchase, exchanges.
L AMBS, Finchley Showrooms, 421-423, High Rd., N. Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

Ford V.8 Cars Wanted

C THE CAR MART Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [C10175/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.5 Ham 6041. [W4318/R]

AMERICAN FORD

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506/9. [C749/R]

Ford Miscellaneous Cars Wanted

R ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.5 Ham 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for good Ford cars.—Details, please, to 203, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

Ford Spares and Service

NORMAND, Ltd.,
THE best service only highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [C2025]

ALLAN TAYLOR (MOTORS), Ltd.,
HIGH St., Wandsworth S.W.18.

MAIN Ford dealers.
LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [C0314/R]

FRANK O. GATES, Ltd., High Rd., Woodford Green (Tel. Wansted 2235), main Ford dealers, service and all spares. [C0093/R]

WE have one of the biggest stocks of Keno spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned B.H. engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (6 lines). Also 66, High St., East Ham, E.6. Grangewood 1130. [S3062/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash.—Hampstead (Tube), N.W.5 Ham 6041. [W4018/R]

FRAZER NASH-B.M.W.

H W. MOTORS, Ltd., offer—
328 Fraser Nash-B.M.W., finished dark green, pale green leather upholstery; this car is in outstanding condition and is a superb example of this complete works history available, including many of the latest modifications, fitted triple S.E. carburetors, full weather equipment, excellent tyres, £475.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R]

BARTLETT.—Fraser Nash-B.M.W. 327/80 and 327/55 coupes, £675 and £595. Fraser Nash-B.M.W. 328 saloon, £450.—27a, Pembroke Villas, W.11. [C1015]

265gus.—Fraser Nash-B.M.W. 1939 2-litre type 320 sports saloon, l.h.d., terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

BARTLETT will pay more for good Fraser Nash-B.M.W.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1015]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash-B.M.W.—Hampstead (Tube), N.W.5 Ham 6041. [W4018/R]

HEALEY

ROSE & YOUNG, Ltd., offer—
1951 Healey Silverstone E type 2-seater, 1,000 miles only, whole car as new, red, £785.
1950 Healey Silverstone E type 2-seater, exceptional condition, black, £525.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tulse Hill 6464. [C3057]

GUY SALMON AUTOMOBILES offer—
1953 (November) Austin-Healey 100, 600 miles, red/black leather, quite as new in every respect, £1,065.—Portsmouth Rd., Thames Emburybrook 5551-2-3. [C4001]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer—
1947 (Nov.) Healey Elliott saloon, finished black/gray with red leather upholstery, radio, heater, link mats, wheel spats, just overhauled at cost of £400, superb condition, £650.

1951 Healey Abbott drop head coupe, finished ivory, best bodied red leather, radio, heater, low mileage, one owner, immaculate condition; £590. [C1001]

BROOKLANDS: Sole concessionaires, Healey.—New 4-seater saloon, coupe and convertible 3-seater from stock.
1952 Healey Abbott drop head coupe.
1951 Healey Abbott d.h. coupe small mileage.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1951 Healey saloon, 13,000 miles, one owner; £675.—Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2232-3. [C1063]

1947 Healey Elliott body; £490.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1953 Healey saloon by Tickfords, grey/red leather, radio, one owner, 9,500 miles, £1,225.—J. Fricker, Ltd. Park 5077. [C2016]

JACK ROSE, Ltd., offer Austin-Healey 100 sports 2-seater, standard red leather, 11,200; with overdrive; accept £1,150.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

1951 Healey Tickford saloon, Elephant grey with red leather, mileage 11,200; very carefully used, indistinguishable from new, £895.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. [C4610]

1953 Healey coupe, Alvin engine, 5,500 miles, radio, heater, immaculate condition; £1,195.—Sidney Marcia, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

BARTLETT.—Healey superb 1951 coupe; £1,100. Healey Elliott saloon, specimen car, Healey Special streamlined saloon; £495.—27a, Pembroke Villas, W.11. Bayswater 0523. [C1015]

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

RICHARDS & CARR, buy Healeys.—35, Kinnerton St. London, S.W.1. Sloane 5424. [W5045]

Healey Cars Wanted

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W3041]

BARTLETT will pay more for good Healeys.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1015]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.5 Ham 6041. [W4018/R]

Healey Cars Wanted

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W3041]

BARTLETT will pay more for good Healeys.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1015]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.5 Ham 6041. [W4018/R]

HILLMAN 10

WM
WELBECK MOTORS, Ltd., proudly offer a unique Hillman Minx.
1951 (model) Minx saloon in special shade of gold; this car was one of the maker's team in the Monte Carlo Rally and has been fitted up regardless of cost with every conceivable extra (including, of course, H.M.V. radio and heater) and a new engine was recently fitted. £485.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049]

ALWAYS
HILLMAN Minx. A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd. 25, East Hill, Clapham Junction S.W.11. Batt 2252. [C3022]

CAR MART, Ltd.
1952 Hillman Minx Phase V coupe; £595.
1952 Hillman Minx Phase V saloon, heater; £565. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

TOM GARNER, Ltd., offer—
1953 Hillman Minx Mark VI Californian hard top saloon, duo green with fawn upholstery, heater, radio, 7,000 miles only; at list price.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

AUTOMOBILIA Ltd., offers—
1949 Phase III Hillman Minx, 4-door de luxe sunshine saloon, green with leather upholstery, heater, 23,000 miles, very carefully maintained; £475.—Pippbrook Garage, London Road Dorking 4304, 3891. [C1089]

WARWICK WRIGHT, Ltd., offer—
1952 (December) Hillman estate car, moorland grey, 15,000 miles; £675.
1953 Hillman Minx saloon, mid-green, 4,000 miles; £660; another saloon, also, in black, similar mileage; £660.
1952 Hillman Minx saloon, black, 24,000 miles; £575.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,
100 Routes Group Dealers, offer—
1952 series Hillman Minx coupe, excellent condition, £575; exchanges and h.p. facilities.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008/1]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,
100 Routes Group dealers
If you are interested in the purchase of a used Hillman Minx, we offer only specimen cars at moderate prices; our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities; we hold comprehensive stocks of all models, 1946-52, £400 to £650, trade enquiries welcome.
609, Kenton Rd., Harrow. Wordsworth 7805. [C1008]

HENDON CENTRAL GARAGE, Ltd., offer—
1953 Hillman Minx saloon, all extras, including heater, radio, loose covers, overriders, etc.; £575.—Watford Way, Hendon Central, N.W.4. Hendon 8034-5. [C2034]

1947 Hillman Minx saloon in blue, taxed; £295.
READ BROS. MOTOR CO. (LONDON), Ltd., 59, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048]

DAGENHAM MOTORS, Ltd., offer the following car:
1952 Hillman Minx drop head coupe, green, 9,000; £595.
56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperston, Middx. Perivale 3558; and 6, 8 and 12, Sangleys Rd., Catford, S.E.6. Hither Green 4821. [C1066]

PHENIX MOTOR COMPANY (SURREY), LIMITED, offer—
1953 Hillman Minx Mark VI saloon, black, red upholstery, 10,000 miles only; unused spare, this car is in immaculate condition throughout; £535. Cars purchased.
PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044]

1948 Hillman Minx saloon, grey, radio and heater; £400.—Bridgewater Motor Co., Ltd., Bridgewater. [C4625]

1953 Hillman Minx saloon one owner, extras, low mileage; £595.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023]

1953 Hillman Minx saloon, black/brown leather, 550 miles; £667.—J. Fricker, Ltd., Park 5077. [C2016]

£589!!!—1953 Hillman Minx drop head coupe, absolute gift and bargain price; compare this value anywhere.—Below
£299!!!—1945 Hillman Minx saloon excellent condition, choice also 1946 and 1947 saloons.—Below

L AMBS, Finchley Showrooms, 421-423, High Rd., N. Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1953 condition throughout, unrepeatable at £645.—Jack Pozner (Auton), 395, Hendon Way, N.W.4. Hendon 1423-1. [C3063]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10
£585—1952 Phase V Hillman Minx convertible, black with beige. Fitted heater, loose covers, 19,000 miles, immaculate.
DENNAM SERVICE STATION, Ltd., Dennam, Bucks.
 Tel. Denham 266 (C1070)

1952 Hillman Minx, in first-class condition, 16,000 miles; £555 (no dealers)—26, Eton Ave., Heston, Middx. Sou. 3795. (C1070)

1950 Hillman estate car, 2-tone grey; £495, or £165 deposit—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1953 Hillman Minx coupe, 1,000 miles, as new, numerous extras; £675; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove, Mountview 5228 and 5774. (C1054)

545 gns.—Hillman Minx, 1952 series Phase V saloon, heater, one owner, small mileage, exceptional condition; terms, exchanges—Rowland Smith, below 345 gns.—Hillman Minx, 1947 four-seater drop head coupe, grey, blue leather, excellent condition; choice of 4 Hillmans; terms, exchanges; last open 9-5 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6061. (C1018)

1940 Minx saloon, 2,000 miles since £135 recondition; 3 months' written guarantee; £325—Speedsters, Ltd., Hove (Surrey), 522, until 9 p.m. (C1020)

1951 Hillman Minx saloon, black with brown leather, very well maintained; £495—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4044). (C1022)

1939 Hillman Minx saloon, reconditioned engine, original; £225; exchanges, terms, Palmer's, 53, York St., Twickenham, Popesgrove 1830, 7087. (C1034)

£129—1937 Hillman Minx de luxe saloon, in excellent condition throughout—G. P. (Bulham), Ltd., 26, Bulham Hill, S.W.12. (100 yds. Clapham South Tube) Bait. 1107-8-9. (C1024)

CAMDEN MOTORS for Hillman—10hp Minx saloon, post-war type, 1940 delivery, full de luxe with nice leather interior, a bright car in good order generally; £245. (C1035)

TWENTY-FOUR other Hillmans in stock from 1955; California Hard Top, right down to pre-war saloons from £75.
CAMDEN MOTORS for Hillmans—Leighton Buzzard, Beds. Tel. 2041, open till 6 p.m. Mondays to Saturdays; write for catalogue. (C1035)

£135—1956 Hillman Minx de luxe saloon, one owner only, marvellous condition, a real bargain—Chambers, 24, Gravesend Rd., Strood, Kent. Tel. Strood 7464. (C1036)

1950-51 (November, 1950) Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealers; £475—R. S. Mead (Sales), Ltd., 42, Queen St., Maidhead, Tel. Maidhead 3491-2. (C1011)

1952 Blue Hillman convertible, 14,000, fully serviced, in excellent condition, one owner, heater; £540, must sell by Jan 5, '54.—Write or call F. L. R. Morris, R.C.A.F., North Luffenham, Rutland, N.L. 242, ext. 103. (C1035)

1953 (September) Hillman Californian hard top, dual colours grey/blue with red upholstery, under 2,000 miles, carefully run in, extras; overriders, underseal, rubber flooring in boot, a perfect model in short supply; £730.
BIRKWOOD BROS., Ltd., 153, Old Brompton Rd., S.W.7. Frenant 5335. (C1085)

Hillman Cars Wanted
C. M. THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. (0671/R)

R. S. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Hillman—Hampstead (Tube), 30, 32, Ham. 6041. (W4016/R)

R. ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 6411).
MANCHESTER—129, Deansgate. (Blackfriars 6677).
MAIDSTONE—(Maidstone 3335).
CANTERBURY—(Canterbury 3252).
WROTHAM Heath—(Borough Green 4).
ROCHESTER—(Chatham 2231).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (1016/R)

PRIVATELY owned Minx—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

FULL value paid for Hillman or similar; trade or private—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

WHY accept less for your Hillman Minx saloon or estate car when you can get its full market value from:

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2009)

XXX H. F. Edwards offer immediate cash for good Hillman cars.—Details, please, to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. (W2059)

BIRMINGHAM and Midlands—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0068/R)

NOTTINGHAMSHIRE distributors Number Hillman always prepared to purchase first-class condition recent model Hillman saloons and coupes.—R. Cripps & Co. Ltd., Parliament St., Nottingham. Tel. 46361. (10552/R)

Hillman Spares and Service
NORMAND, Ltd.
 THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 406-9, King St., W.G. Riv. 3665. (0224)

LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialists (50 years), well-equipped works servicing, re-lining and complete overhauls; spare parts stocked—79-91, New King's Rd., Putnam, S.W.6. Renown 1185. (10676/R)

BARKING—For full stocks of spares and genuine service for Hillman owners come to Albion Garage, Ltd., 105-7, Lonsbridge Rd., Barking, Tel. Rippleway 1285. (0458/R)

Hispano-Suiza Spares and Service
HISPANO spares and all repairs—G. Briand, 47, Tamworth Rd., Croydon, Cto 1742. (7544)

HOTCHKISS
PETER BANTOCK CAR SALES offer:—
1939 Hotchkiss 10hp drop head coupe, a perfect specimen of this rare model, very fast but 30-35 m.p.h.; £325—104, High Rd., Chiswick 2725, 5870. (C1014)

CLAND & TABOR, Ltd., Welwyn Hy-Pass, Herts. (Welwyn 481-2-3, offer).
1950 Hotchkiss 3½-litre Paris-Nice saloon, finished black with grey leather upholstery, Catal electric gear box, superb condition; £495. (C1001)

1939 Hotchkiss Paris-Nice saloon; £500—John Gray, 20, Hermitage Lane, S.W.2. Speedwell 1242. (C2006)

Hotchkiss Cars Wanted
 good used Hotchkiss—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 1116. (W2000)

REQUIRED good used Hotchkiss—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 1116. (W2000)

L. F. WARD, Ltd.
1949 H.R.G. 1500 sports, exceptionally clean car.
L. F. WARD, Ltd., Orange Road Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 3547, London office: Mayfair 0146. (C1045)

H.R.G. Cars Wanted
 good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 1116. (W2000)

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4016/R)

H.R.G. Spares and Service
CHARLES POLLETT, Ltd. have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningsham 5956-7-8. (0594/R)

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service—Oakford Rd., Tolworth, Surbiton Surrey. Elmbridge 4489. (0570)

HUDSON
1938 Hudson 22hp saloon, in exceptional condition, looks and is equal to any post-war, fitted radio, air conditioning; £1751—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

GUY ALFREDS & Co., Ltd.—1942 Hudson 8 saloon, right-hand steering, elegant; 1959 Hudson 22 drop head four-seater.—6-7, Warren St., W.1. Euston 3268. (C1005)

£265—Hudson 22 special de luxe 6-seater saloon with sunshade roof and luxurious leather upholstery, genuine specimen condition; if you see this you will realise you cannot buy better, really magnificent throughout; 3 months' guarantee; hire purchase; exchanges.
LAMBS, Finchley Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

Hudson Spares and Service
MANCHESTER—Hudson spares and repairs
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. (0861/R)

MANCHESTER—Distributors of Hudson cars; large stock of spares, repairs and overhauls.—Ardwick 4561-7. (0516/R)

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 15. (0516/R)

SPINKS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number—8-10, Heath Rd., Twickenham, Tel. Popesgrove 1075-6-7. Telegrams: Spinks, Twickenham. (0568/R)

HUMBER
TOM GARNER, Ltd., offer:—
1953 Humber Hawk Mark V saloon, gun with red leather upholstery, heater, radio, 5,000 miles only. £675.
1952 Humber Super Snipe Mark III saloon, steel grey with red leather upholstery, 2,000 miles only. £675.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

H. A. SAUNDERS, Ltd., offer:—
1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,890; £890.
836—1942, High Rd., N.12. Hillside 5272 (16 lines). (C2227)

H. BEART & Co., Ltd., offer:—
1952 (May) Humber Super Snipe saloon, grey with grey upholstery, small mileage, the property of one owner since new; outstanding value at £735.
 102, London Rd., Kingston-on-Thames. Tel. 3348. (C1061)

HAWK, '49, one owner, 29,000 miles; £475.—Valero, time 4674 after 6. (C2018)

HUMBER
WARWICK WRIGHT, Ltd., offer:—
1952 Humber Super Snipe, black, 11,000 miles; £875.
1953 (Sept.) Humber Hawk saloon, heater, gun grey, 5,000 miles; £425.
1951 (Oct.) Humber Hawk saloon, heater, satin bronze, 13,000 miles; £725.
1953 Humber Super Snipe, touring limousine, black, 7,000 miles; £1,195.
1953 (series) Humber Super Snipe saloon sapphire blue, 11,000 miles; £1,195.
1952 Humber Super Snipe saloon, black, heater, 16,000 miles; £545.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.
100% Rootes Group dealers
 If you are interested in the purchase of a used car, we offer only specimen cars at moderate prices. Our part exchange allowance offers are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Hawks, Snipes and Pullmans from £650 to £1,500; trade enquiries welcomed.—608, Kenton Rd. Harrow, W.3. Wordsworth 7805. (C1018)

PHENIX MOTOR COMPANY (SURREY), LIMITED, offer:—
1951 (Feb.) Humber Super Snipe saloon, black, brown leather upholstery, 28,000 miles, one owner, all tyres nearly new, including unused spare, condition throughout, offered at the bargain price of £575.—Cars purchased.
PHENIX MOTOR CO. (SURREY), Ltd., Hutton, Surrey. Vigilant 1121. (C1034)

1953 Humber Hawk saloon, grey, red leather, genuine 13,000 miles, virtually new; £625.
RIPCO, Ltd. (Hammers purchased), 16, Abchurch Lane, Mayfair, London, W.1. Hyde Park 2952-3-4. (C1052)

1951 16hp Hawk, bronze, heater, one careful owner; £575.—Campbell Symonds, Wembley 6262. (C1057)

1951 Humber Hawk, black, red leather, in as new condition, 5,000 miles, one owner; £675.—Haskens, Ladbrooke 1155. (C1067)

CAMDEN MOTORS for Humber—1950 (very late registration) Hawk saloon, in black with brown leather interior; manual mileage; £595.
CAMDEN MOTORS for Humber—Super Snipe saloon, 1950, attractive beige finish with red leather interior, fitted heater and seat covers; £495; choice of two others, one black, one grey.
CAMDEN MOTORS for Humber—Droptop four-seater coupe, 1950, one of the very scarce Tickford droptops on the Super Snipe chassis, original price cost a fraction under £2,000, an immaculate specimen.
CAMDEN MOTORS for Humber—Leighton Buzzard, Beds. Tel. 2041, open till 6 p.m. Mondays to Saturdays; write for catalogue. (C1035)

1948 Humber Snipe 18hp, heater, excellent condition, 35,000; £550.—Heathfield, Woodhead, Burley-in-Wharfedale Yorks. Tel. 2216. (14590)

£135—1959 Humber 21hp razor edge coupe closed top saloon, or £65 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1951 Humber Super Snipe, black, radio, 20,000 miles, superb condition; £635—H. G. C. Ltd., 32, Bruton Place W.1, Mayfair 0821-2. (C1040)

1953 Humber Hawk, 7,000 miles; £825—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. (C1057)

1951 Humber Hawk saloon, black with brown leather, well maintained; £650—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4044). (C1022/R)

1949 (May) Humber Super Snipe saloon, grey, one owner, total mileage 26,030, in excellent order throughout; £450.
L. VNE, Frank & Wagstaff, 5-5, Crouch End Hill, N.8. Mountview 4401. (C2059)

1950 Humber Super Snipe saloon, 25,000 miles, exceptional condition; £575—J. H. C. Ltd., 225-7, Hammersmith Rd. W.6. Riverside 6577-8. (C2043)

1950 Humber Super Snipe saloon, black with brown leather, chauffeur maintained; £550—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4044). (C1022)

£385—1946 Humber Hawk, black with brown leather, maintained in good condition—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1028)

CAMDEN MOTORS for limousines—The largest selection in the country, 72 models in stock including many Humber—See limousine classified section. (C1055-1)

1948 Humber Hawk saloon, 18hp, beige with maroon cloth, terms and exchanges; £425.—Waimond 57, Huxley Rd., Edmonton, N.18. Tel. Tottenham 9348. (14314)

1947 model Humber Hawk, black with brown leather, excellent condition throughout; bargain at £325—Nesbrey Cars, Murrell Hill, N.10. Tudor 3594. (14656)

£395—1947 Humber Hawk de luxe saloon, beautifully finished, large economical 5-seater; thoroughbred motor car at give-away price, 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1948 Humber Hawk 4-door de luxe saloon, 27,000 miles only, immaculate throughout; £435.—Juganier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043-1)

HUMBER 27hp Sedan de Ville by H. J. Mulliner dark blue with black leather interior, an outstanding car in excellent condition; £550—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4044. (C1022)

1947 Humber Super Snipe Sedan, H. J. Mulliner body, occasional seats; £625—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5224 (15 lines). (C1096)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1948 Humber Hawk saloon, one owner, clean—Arlington Motor Co. Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [13291]

1952 Humber Super Snipe saloon, radio, heater, 9,000 mls., £765.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 Temple Bar 3558. [C1027]

795 gns.—Humber Super Snipe, late 1952 saloon, gunmetal, grey leather, heater, Ace Kimblishers, one owner, 10,000 miles spare unused, nearly new taxed, terms, exchanges.—Rowland Smith, below.

475 gns.—Humber Super Snipe, 1949 saloon, sliding head, leather, radio, heater, excellent condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube, Hampstead 6041). [C4016]

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition; £795.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3491-2. [C3011]

1952 (Aug.) Humber Super Snipe, exceptional condition, one owner, fitted heater and loose covers, quite unblemished genuine bargain, £695!!!; also Snipe staff car, first registered 1952, perfect condition, quite indestructible, unrepeatable offer, £175!!!—A.Z. Motors, Palmerston Rd., N.W.6, Mai. 475-291. [C1011]

A&S Limousine Specialists—offer unique range selected low mileage carriages—mechanical guarantee certificate.

LIMOUSINE, 1934/24hp, partition, 7-forward, leather throughout, genuine mileage 31,000, black, 1951 condition, privately owned, exceptional value.

LIMOUSINE, 1947, mild edge Pullman, partition, 10-forward occasional, black, meticulously maintained, reasonable mileage, private; £695.

LIMOUSINE, extensive range 1950/51/52 specimen carriages, partition, forward occasional, leather also cloth upholstery, radio, heater, genuine low mileages, certified mechanically, selection—£925. (Lists posted) Alpe & Saunders (7-seaters purchased), Providence Court, North Audley Street, Mayfair—291. [C1006]

Humber Cars Wanted

CTHE CAR MART, Ltd. wish to purchase Humber cars—320, Euston Rd. N.W.1. Euston 1212. [0972/R]

RROOTES, Ltd.
DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars
BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chathan 231.)

ROTHAM Heath.—(Borough Green 4.)

MIDSTONE.—(Midstone 3353.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [10106/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2763. [W2037]

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax Tel. 4231. [0330/R]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0086/R]

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd. The Humber Distributors, Parliament St., Nottingham. Tel. 46391. [0553/R]

7-PASSENGER 1946/48/50/52 Limousines and Imperial 7 Saloons, also private 1950/51 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair—291. [W1006]

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R]

JAGUAR

DICKS.
1947 Jaguar 1½-litre saloon, special equipment fitted model, fitted discs, £490.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

ACRE'S offer:—

1951 Jaguar XK120, ivory and red, many extras, 12,000 miles only, never used for competition, indistinguishable from brand new; £895.
ACRE'S AUTOB., Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1305. [C1002A]

J. HUNTER, Ltd. offer:—

1951 Jaguar XK120, over £200 modifications, very attractive at £925.

1950 Jaguar 3½-litre Mark V saloon, fast and attractive car; £725.

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

PHILIP RICKARDS, Ltd. offer:—

1953 Jaguar Mark VII saloon, grey, radio, seat covers, 7,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane London, W.1. Grosvenor 4772-3. [C3051]

JAGUAR

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SLECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 395, Euston Rd., N.W.1. (Euston 4444.)
DEPOSITS at:—

MANCHESTER (Blackfriars 7845).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0061).

GREAT West Rd. (Kaling 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Quilliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0027/R]

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1951 Jaguar Mk. V saloon, immaculate coachwork and interior, mileage under 50,000, one owner only, fitted various extras; £699s.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

ROSE & YOUNG, Ltd., offer:—

1952 (October) Jaguar Mark VII, 7,000 miles only, fitted radio, loose covers, etc., as new, birch grey; £1,185.

XK120, low mileage, beautiful condition, ivory; £945.

1949 Jaguar Mark V saloon, moderate mileage, exceptional condition, black; £635.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

HDEARTH & Co., Ltd. offer:—

1947 3½-litre Jaguar saloon, finished in grey with red upholstery, fitted H.M.V. Radiomobile; this is the property of one owner and was supplied by us when new, it has been very carefully maintained and we can thoroughly recommend it in every way; £425 o.n.o.—102, London Rd., Kingston-on-Thames. Tel. 3349. [C1081]

1948 3½-litre saloon; heater; £465, below.

1950 Mark V saloon, black with brown leather; radio and heater; £725.—City Motors, George St., Oxford. Oxford 2231. [4601]

1948 Jaguar 3½-litre coupe, as new; £585.

1947 (1948 model) Jaguar 1½-litre saloon, black; £490.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

CHEPSTOW GARAGES, Ltd., Bayswater 2949.

JAGUARS for sale; before purchasing, try giving us details of the model you are seeking; our card index system deals with Jaguars only for sale and wanted; we may have just what you want at much less money.

WE never close. You may inspect our stock of used Jaguars at any time of the day or night, Sundays or week-days.

PETROL, Service, Sales, always open.

CHEPSTOW GARAGES, Ltd., Ledbury Rd., W.11, Bayswater 2949. [C1042]

BROOKLANDS: Individually new and used cars.

1952 Jaguar XK120 open 2-seater, special works modifications, cost £2,200; price £1,275.
BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 6351-6. [C1029]

COOMBS & BONE (GUILDFORD), Ltd. offer:—

1951 Jaguar XK120 2-seater, full racing modifications; £995.
1951 Jaguar XK120, black with beige leather, total condition throughout; £825.

1950 Jaguar XK120, black with beige leather, mileage 31,000, in excellent condition; £895.
1950 Jaguar Mark V, black with red leather upholstery, fitted with radio, heater, etc., one owner; £800.

1947 Jaguar 3½-litre saloon, black with brown; £490.
COOMBS & BONE (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-23, offer:—
1951 (Dec. '50) XK120, grey, all modifications, many extras, new tyres, excellent condition throughout; £895. [C1001]

1951 Jaguar XK120, ivory, brown leather, ex cond.; £875.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

JAGUAR 1938 1½-litre, black saloon, good condition; £200.—23, Warwick Avenue, W.9. Cunningham 3129. [4646]

JAGUAR

XK120 1951 Jaguar immaculate red with red upholstery, low mileage, one owner, offers.—Gray, Fetterangus, Aberdeenshire. [4642]

XK120 1951, 23,000 miles recorded, unmodified, unraced, £865.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

1951 Jaguar Mark V 3½-litre saloon, low mileage, immaculately finished in polychromatic green with green interior; £825.
COX'S MOTORS, 11/15, Conduit St., Leicester, Tel. 60319. [C1059]

1950 (September) 3½ Jaguar saloon, radio, heater, superlative condition; £675.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4664. [C3047]

395 gns.—Jaguar 1947 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Jaguar 1936 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube, Hampstead 6041). [C4016]

1949 Jaguar Mark V superb condition; £625.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. [C3037]

XK120 2-seater, special equipment, B.R.G., grey upholstery, mileage 960.—Puggie, Bushey Heath, Herts 1685. [C2017]

1939 Jaguar 1½ saloon, guaranteed; £245, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

BEARTS OF KINGSTON, Jaguar specialists, sales, repairs.—132, London Rd., Kingston, Tel. Kin. 3348. [0081/R]

CAMDEN MOTORS for Jaguars.—Mark VII saloon, 1952, grey/red leather, H.M.V. radio, heater, wing mirrors, immaculate low-mileage specimen; £1,300.

CAMDEN MOTORS for Jaguars.—Mark V saloon, 1950, one owner, radio, heater, polychromatic blue, beautiful specimen; £695.

CAMDEN MOTORS for Jaguars.—Mark V saloon, 1949, finished black with brown leather, outstanding order; £625.

CAMDEN MOTORS for Jaguars.—Mark V saloon, 2½-litre model, July, 1949, just recollared grey, beautiful red leather interior, radio, heater, seat covers; £645.

CAMDEN MOTORS for Jaguars.—3½-litre drop head four-seater coupe, 1949, fitted discs, wing mirrors, new double texture mohair hood, very good condition; £495.

CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1949, two previous owners, fitted discs, heater, screenwash, attractive condition throughout; £495.

CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1948, fitted radio and discs, black with red leather, moderate mileage; £495.

CAMDEN MOTORS for Jaguars.—1½-litre special equipment saloon, 1947, two previous owners, original finish in silver-grey, smart red leather upholstery, built-in heater; £450.

CAMDEN MOTORS for Jaguars.—1½-litre saloon 1947, standard model without heater but equipped with discs, wing mirrors, screen demister, etc.; £395.

CAMDEN MOTORS for Jaguars.—2½-litre saloon, 1947 model, usual spec. equipment, discs, heater, very good condition and interior; £395.

CAMDEN MOTORS for Jaguars.—1½-litre saloon 1940, looks identical to above models and in thoroughly sound order throughout; £345.

CAMDEN MOTORS for Jaguars.—1½-litre saloon 1938/9, one owner since 1945, prior to which the car had been stored for five years, moderate total mileage; £245.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp drop head four-seater coupe, 1939, smart metallic grey finish with red leather interior, a nice tidy looking car with good performance; £295.

CAMDEN MOTORS, the Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. 5 days to Saturdays. Write for catalogue; [C1035]

1952 Jaguar Mk VII saloon, 1½-litre, 12,000 miles, radio, heater, immaculate; £1,095.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

1951 XK120, all modifications, in excellent condition (titled condition); £1,395.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C3028]

1953 (April) Jaguar Mark VII saloon, in green (titled condition); £1,395.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C3028]

1953 (April) Jaguar Mark VII saloon, in green (titled condition); £1,395.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C3028]

WADHAM BROS., Ltd. offer 1951 Jaguar Mark V saloon, speedo, reading 22,000, birch grey with grey hide, excellent condition; £795.—Automobile House, Banister Rd., Southampton, Tel. 2291. [4575]

1953 (May) Jaguar Mark VII, 5,000 miles only, radio, green-green, Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [4595]

1946 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork like new, whole car specimen condition, speedometer reads 17,000, but frankly vehicle looks and runs like brand new.—Below

£295—Below
1953 Jaguar 1½-litre drop head coupe, good sound condition throughout and rare vehicle.—Below

1948 Jaguar 1½ de luxe saloon, most magnificent and beautiful condition throughout; 3 months' guarantee; hire purchase, exchanges; £525. Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [2052]

TANKARD & SMITH, Ltd. offer 1950 Jaguar 2½-litre Mk V saloon, grey with grey leather, superb condition throughout; £650, three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 48C1-2-3. [C4026]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1953 M. VIII saloon, black/brown leather, heater, 1000 covers to front seats, 3,500 miles, £1,495—J. Fricker, Ltd. Park 5077. (C2016)

1939 model 3½-litre Jaguar saloon, completely re-cellulosed, fitted radio, £109 engine overhaul carried out by leading Jaguar specialist, £275.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6125. (C2068)

1947 Jaguar 3½-litre de luxe saloon, fitted wireless, heater, speedo, reading 24,000 which coincides with the condition of the car which is immaculate throughout; £450; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Medx. Tel. 2360. (C2035)

Jaguar Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jaguar cars.—150 Park Lane, W.1. Grosvenor 5434. (0673/R)

R ROWLAND SMITH'S The Car Buyers.—Highest cash prices for Jaguar.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

C MOOMBS & SONS (GUILDFORD), Ltd. URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Pottsmouth Rd., Guildford, Tel. 62907. (0234/S)

S SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. MAIN dealers urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. (W4002/R)

XK120 wanted in good condition for cash.—Valentine 4674 after 6 p.m. (W2018)

M ARSTON MOTOR CO. Ltd., for your Jaguar.—Tel. Sla. 8000. Seven Sisters Rd., Tottenham, N.15. (0190/R)

B ARLETT will pay more for a good XK120.—27a, Penmridge Villas, W.11. Baywater 0528. (W1013)

P PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

R RICHARDS & CARR buy XK120, Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

L LONDON CARS urgently require 1946-49, 3½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Wavlox 2643. (W2057)

F FULL value paid for Jaguar or similar; trade or private.—54, Streatham Hill, S.W.2. Tulse Hill 3676. (W3019)

R P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0154/R)

I MEDIATELY give us particulars of the Jaguar you wish to sell; our classified index contains names of many purchasers for all models, Jaguars only, urgent, 3½-litre models wanted.—Chapton Garages, Ltd., Ledbury Rd., W.11. Baywater 2949. (C1048)

Jaguar Spares and Service

H ENLYS, Ltd., ENGLAND'S Largest Jaguar Service Station, GREAT West Rd., Brentford. (Ealing 5477.)

S PARES and replacement engines for all models from 1938, AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7. (C1049)

Q DICK completion of repairs. (0563/R)

S SAUL & SLATTER, Ltd., 44-46 Aldermans Hill, N.13. FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.15. Palmers Green 3631-2-3. (S4002/R)

P EERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares, replacement units and repair facilities.—Bald Rd., Slough. Tel. 22394. (0430/R)

R P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0435/R)

L EONARD WILLIAMS & Co. (1940), Ltd. offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 5400. (0528/R)

L ANCASHIRE specialised sales, repair and spare parts service. Large stock available.—Parkers, Ltd., Bradshaugh, Bolton, Tel. 4690. Deansgate, Manchester. Tel. Deansgate 4507. (0591/R)

W EMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. (0719/R)

JEEP

J EEPs private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. (0620/R)

J EEPs—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuild Jeeps detachable bodies, utilities, 24-hour service. MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015-0621. (0341/R)

J EEPs!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4654. (C1010)

£120 buys a special bargain.—See Metamex, famous for 13 conversions.—98B, Beesize Lane, N.W.3. Hamstead 6231. (0527/R)

R EBUILD Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange, H.P. terms available.—Mansell & Fisher (see Jeep Spares below). (C3066)

125 ans.—Jeep (Ford), registered July, 1953, black, hood and adrecessors, spare wheel, very good condition, taxed, terms, exchanges, list, open 9-7 week days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

U NIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked, exchange plan engine, gear box, water pump, etc. new hoods, basket sets, brake linings etc., etc.—331-335, High Rd., Chiswick, London, W.4. Chiswick 1519. (0033/R)

R OWLAND SMITH'S, The Car Buyers.—Highest cash price for Jeep.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

J EEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785. 4732. 4739. (S3066)

B ROOKLANDS: Individuality, new and used cars. NEW Jensen Interceptor for early delivery, particularly available on 541. BUY or sell your car at 103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

1939 3½-litre Jensen 4-door de luxe saloon, really excellent condition, £365.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2045)

W EILBECK MOTORS, Ltd., for new and used Jowett cars. OUR stock of used Jowetts is normally most comprehensive, we try to find a complete range from good, sound 1949 examples at around £400 to as brand new cars which have only been used two or three times at about £800, and several as new Jupiters at to-day's very low prices, this week we particularly invite your attention to a very reasonably priced 1952 Javelin de luxe which has covered less than 20,000 miles and is in very good condition at £595, secondly to a brand new Mark I Jupiter at the a-time low figure of £450, and thirdly to a 1953 Mark I Jupiter, with radio and heater, under 8,000 miles and quite as new at £685. (C4049)

W EILBECK MOTORS, Ltd., 107, Craxford St., London, W.1 (near Baker St. Station), Welbeck 4991 (6 lines). (C4049)

D ICKS, 1952 Jowett Jupiter coupe, very attractive car, £675. (C1072)

D ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6988-9. (W1072)

N EWNHAMS Ltd. 1952 Jowett Javelin de luxe saloon, 8,000 miles, carefully used, £675. (C3024)

N EWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 3646. (C3024)

C LARKES OF PIRBRIGHT, THE Jowett centre of the south, offer: 1950 Javelin de luxe saloon, one owner, £525. NEW Javelin available from stock. (C1049)

C LARKES OF PIRBRIGHT Pirbright, Surrey, Tel. Brookwood 2201. (C1049)

H W. MOTORS, Ltd., offer: 1949 Jowett Javelin saloon, finished sand with beige leather upholstery, fitted heater, this car is in exceptional condition; £445.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

C OLLIVER-FISHER, Ltd., offer: AN outstanding specimen, 1952 Javelin de luxe, maroon, beige leather, in spotless condition, £475.—Northwood Middx. Tel. 777 14 lines. 4517. (C2023)

1952 Jowett Jupiter 2-seater, black, £425. GORDON CARS (LONDON), Ltd., 375 Euston Rd., London, N.W.1. Eus. 6611. (C2023)

D J. SHEPHERD & Co. (ENFIELD), Ltd., offer: 1949 Jowett Javelin saloon, one owner, fitted H.M.V. radio, heater and accessories, excellent condition throughout; £445.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (C4009)

G ODFREYS, Ltd., Jowett main agents specialised Jowett service, spares, repairs and new and used sales, factory trained mechanics. GODFREYS, Ltd., 228, 234, London, Cro. 2641-2; 228, 234, Portland St. W.1. Eus. 4632-4; Rushwood Corner, Leytonstone E.11. Wan. 5101-2. (0465/R)

£465—1949 Jowett Javelin saloon, blue with beige, one owner from new, fitted heater, recently fitted new engine, in very good all-round condition. DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1020)

1953 Jowett Javelin saloon, mileage only 2,000, as new.—Vintage Engineering Co., Ltd., Jowett Agents, Market Deeping, Nr. Peterborough. (4554)

1950 Jowett Javelin saloon, blue with beige leather upholstery, heater, excellent condition throughout, £495.—MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8092. (C3004)

1950 Jowett Javelin saloon, excellent condition; £435.—Evans & Elliott, Ltd., 78, Mansfield Road, Nottingham. Tel. 40186. (4637)

1939 Jowett 10 de luxe, roomy, economical saloon, excellent condition; £175.—Sargeant & Collins, Bromley, Kent. Imp. 2242. (4657)

1952 Javelin PD de luxe saloon, one owner, 21,000 miles, metallic green, red leather; terms and exchanges; £595.—Waymouth, 57, Husley Rd., Edmonton, N.18. Tel. Tottenham 9548. (4513)

1950 (October) Javelin de luxe, H.M.V. radio, heater, one owner, very smart, £475.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

£450—1948-9 (Nov.) Jowett Javelin, black, maroon hide, exceptionally clean, reconditioned engine now being fitted, £150 down.—Hry Motors, 183-184, West End Lane, N.W.6. Hamstead 6490. (C1034)

1950 Javelin de luxe saloon, in superb condition, guaranteed, £550.—G. W. Wilkins, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (C4053)

1953 Javelin de luxe saloon, demonstration car, grey red, radio, immaculate condition; £755.—Jowett Sales, 144, Gouders Green Rd., N.W.11. Speedwell 6011. (C4004)

1950 (November) Javelin de luxe saloon, series 1 engine, large pump, oil cooler, oil temp. gauge, twin exhausts, speedo under 18,000, engine 2,000, one owner, £500.—36 South Bromsgrove Avenue, Lutter, (4634)

1950 Javelin de luxe saloon, blue, low mileage, one careful owner, radio, heater, Tygon covers, and other extras, maintained regardless, £495.—Welsh, 17, Springfields, Brookbourne Herts. Tel. Haddenham 2571. (4640)

J OWETT Javelin, Jupiter and Bradford—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9781 (10 lines). Gordon Cars (London), Ltd., the London distributors. (0154)

1953 Jowett Javelin de luxe saloon, metallic grey and red leather, fitted heater, radio and many other extras, 6,000 miles genuine, one very careful owner; part exchange, deferred terms, open day and night.—Blow Motors Ltd., 666-678, Garratt Lane, London, S.W.17. Wm. 5051-2-5. (C4008)

XXX 1952 (October), Jowett Jupiter convertible, bronze with fawn leather, speedometer reading 7,000 miles, an outstanding one owner car, quite immaculate, written guaranteed, £650, terms, exchanges.—H. F. Edwards, 200, Great Port and St. London, W.1. Tel. Langham 9012. (C3004)

C THE CAR MART, Ltd., wish to purchase Jowett cars.—380, Euston Rd., N.W.1. Euston 1212. (0674/R)

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jowett.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

W EILBECK MOTORS, Ltd., 107, Craxford St., London, W.1. Welbeck 5991. Largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and easy to drive for its year. (W4049)

D ICKS are Jowett agents. FOR immediate purchase of your Jowett. DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6988-9. (W1072)

J UPITER, private buyer offers £500 cash for good car.—Box 2453. (4524)

J AVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

J OWETT Spares and Service F. FAIR IAN & SONS Ltd., East Surrey distributors. COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service, new Javelin in stock.—Horley Surrey. Tel. Horley 177 14 lines. (0561/R)

C OLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 14 lines. (0009/R)

B IRMINGHAM main agents, large stock of spares.—B. Frank Mosley (A. B. & S.), Ltd., The Depot, Steved Rd., Birmingham, 16. Edg. 0916. (0544)

K INGSTON-ON-THAMES—Distributors for Jowett, all facilities available.—G. W. Wilkins, Ltd., 1, Weston Park and 84 Eden St., Kingston, Kin. 2241-2. (04055/R)

B UNTINGS MOTOR EXCHANGE offer unrivalled service for Jowetts and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnershed Lane, Harrow. Tel. 6225-6. (0073/R)

A V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and area agents, over 25 years' Jowett experience, spares and service. (0759/R)

L AGONDA L. F. WARD, Ltd. 1935 Lagonda LG45 pillarless saloon, black, brown leather. L. F. WARD Ltd., Orange Road Garage, Orange Rd., Thornton Heath, Tel. Thornton Heath 3547. London office: Mayfair 0146. (C4044)

P ERFOMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars" below. (C3041/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1953 Lagonda 2.6-litre drop head coupe, 12,000 miles, in magnificent condition, £1,895.
CORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 5611. (C3023)

BROOKLANDS Lagonda distributors, latest 1954 models on show and for demonstration.

1952 Lagonda 2.6-litre saloon, passed by makers.

1951 Lagonda drop head coupe, one owner, excellent.

1950 Lagonda saloon, small mileage, radio.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

DAVIES MOTORS Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.)

1935 4½-litre 4-seater drop head coupe, splendid mechanical and coachwork condition.

1937 4½-litre 1245 Rapid sports 4-seater tourer, outside exhaust pipes, very good history.

1939 V12 2-door 4.5-seater saloon, specialist coachwork of outstandingly fine line and built only this year regardless of cost; engine and chassis completely overhauled, many extras.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

We shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS Ltd., 275, London Rd., Staines, Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. (C1090)

1950 (August) Lagonda 2½-litre saloon black/beige radio, heater, fog and spot lamp, etc., £1,045; trade and part exchange enquiries invited.

P Morris Ltd., 54 Strathearn Hill, S.W.2, Fulham Hill 4988. (C3016)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 5641. (W3041)

Lagonda Spares and Service

DAVIES MOTORS Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.)

Ltd. for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. (R10190)

Lanchester

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), fawn with green leather, as new, £1,050.

STRATSTONE, 40, Berkeley St., W.1 Mayfair 4404.

Service, 6, Bedford Sq., Russell Sq., W.C.1 (Terminus 7464). (C4022)

CHENDRE BROTHERS, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), black with red leather, very small mileage, as new, £1,050.

CHESHIRE BROTHERS, Ltd., Myrtle St., Liverpool, 7 (Royal 6534). (C4503)

1939 Lanchester 14 saloon, nice condition; £195.

WADHAM BROS., Ltd., offer: One only, Lanchester 14 saloon, red up-top, up-top, up-top, at the old price of £1,179/15/2; current list price £1,414/19/1.—Automobile House, Banister Rd., Southampton. Tel. 2991. (A476)

165 ans.—Lanchester 14 1938 Roadrider de luxe saloon, sunning head, leather preserver, i.e., shade of 4 Lanchesters, terms, exchanges, list, open 7-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Lanchester Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

XXX H. F. Edwards offer immediate cash for Lanchester and Lanchester specialists, for sales and service. 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

Lanchester Spares and Service

ARCOT ENGINEERING Ltd.—Prescribed gear boxes, exchanges and repairs.—169 Fulham Rd., S.W.3, Kensington 7501. (C1037/R)

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service. Kidderminster Rd., Croydon 5775. (C0689)

ALEEN'S Victoria Blue Clapham S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (C0642/R)

LANCIA

MAIDSTONE ENGINEERING Co

1937-8 Lancia Aprilia saloon, recently reconditioned, this car had the sum of £700 spent on chassis in 1938 and has since been fitted with works reconditioned engine, the interior is upholstered in leather; £390.

CROSBY St., Pendleton Salford 6 Manchester. Pen 3457. (C3000)

1938 Lancia Aprilia saloon nice condition; £375.

Jacquier Ltd 225-7 Hammersmith Rd. W.6 Riverside 6677-8. (C2043)

LANCIA

WE only offer the best examples, several of which are now available.

FULL details of current stock on request

EXCHANGES, deferred terms

173 Westbourne Grove, W.11 Bay 4274. (C4055)

APRILIA saloon, reconditioned, complete mechanical overhaul specimen; £385.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.

173 Westbourne Grove, W.11 Bay 4274. (W4055)

BARTLETT.—Lancia Aprilia, registered Dec., 1939, many late modifications, exceptionally smart; £350.—27a, Pembroke Villas, W.11. (C1015)

1937 Lancia Aprilia, late type front suspension, heater, Marchal lights, telecontrol; £300.—Tel. Fremantle 1668. (C4613)

£365—Lancia Aprilia 1938 4-dr. sal., leather interior, really excellent bodywork, superb performance; many others.

BERNARD, J., Clarendon Rd., Holland Park, London, W.11, Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

LANCIA Aprilia, 1937, metallic grey, 1939 wheels, new tyres, recent £140 overhaul, a good specimen.

£395—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (C2061)

Lancia Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

REQUIRED, good used Lancia Aprilia or later model, Edwards, Amhurst Lane, Harpenden, Herts, Harpenden 118. (W2000)

KEVILL, DAVIES & MARCH Ltd., will buy second-hand Lancia Aprilia—41-42, Hay's Mews, Berkeley Sq., W.1. Gros 2563. (W2054/R)

Lancia Spares and Service

LANCIA (ENGLAND) Ltd.—English branch and sole representative of the famous Italian company all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works Alport, Wembley (Perivale 5656). (C0320/R)

LEA-FRANCIS

B J. HUNTER, Ltd., offer:—

1950 Lea-Francis 2½-litre sports 2-seater, immaculate condition, positively as new; £695.

1948 Lea-Francis 14hp saloon, recent engine overhaul; £550.

B N W 2 Tel. Gladstone 4303. (C2040)

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties, offer the following:—

1951 Lea-Francis 18hp streamlined sal., specially painted attractive shade dark green, one owner, radio, heater, etc.; this car has been maintained since new by ourselves and is in superb condition; £675

1951 Lea-Francis 14hp streamlined sal., black, one owner, 16,000 miles only, outstanding condition; £655.

18 Berkeley St., W.1. Mayfair 6866.

SERVICE, works and stores: Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5936. (C2010)

£495—1948 Lea-Francis saloon de luxe, 14hp, 1948 model, vehicle costing nearly £1,800 new, at give away price; 3 months guarantee; hire purchase exchanges.

LAMB, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

Lancia Spares and Service

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SOFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. (C0595/R)

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park Rd., Coventry. Tel. 62045-6. (C0592/R)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SOFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. (C0595/R)

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors, East Glamorgan.—Spares and service. (C0683/R)

LIMOUSINES

LIMOUSINE, 24hp Austin 7-seater, face forward L occasional, partition, finished in blue cellulose, in amazingly good condition and could be proud asset to a hire fleet, completion of partnership reason for sale; first caller at £195.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

LIMOUSINES

CAMDEN MOTORS for limousines.—1949 Humber Mark II 7-seater, with division, face forward occasional seats, leather upholstery front and rear, built-in radio and heater, special bodywork by Mulliners; £795.

CAMDEN MOTORS for limousines.—1950 Humber Imperial Mark II, one private owner since new, immaculate coachwork with rich leather upholstery throughout, H.M.V. radio and heater; £695.

CAMDEN MOTORS for limousines.—1950 Humber Pullman Mark II, April delivery, also fitted H.M.V. radio and heater, another one-owner car sparingly used for private purposes and in condition not so very short of brand new, exterior, coachwork and upholstery devoid of even minor blemish; £595.

CAMDEN MOTORS for limousines.—1951 model C (October, 1950, delivery) Humber Pullman Mark III, fitted most expensive type H.M.V. press-button radio, twin heaters rear, extra heater for front, also equipped with special set of tailored house covers to all seats, taxed privately since new; £1,096.

CAMDEN MOTORS for limousines.—June, 1951, Humber Pullman Mark II, one private owner, fastidious owner, the whole car in superb condition and maintained and driven by private chauffeur, radio and heater; £1,145.

CAMDEN MOTORS for limousines.—April, 1952, C Humber Imperial Mark III in black with leather throughout, one private owner, condition practically impossible to fault, nominal mileage; £1,245.

CAMDEN MOTORS for limousines.—February, 1952, C Humber Imperial Mark III, also in black with leather upholstery, in the same immaculate condition; £1,245.

CAMDEN MOTORS for limousines.—1952 Humber Pullman Mark III, fitted special leather upholstery to all seats, built-in radio and heater; £1,295.

CAMDEN MOTORS for limousines.—1950 Humber Mark II Pullman limousine, July delivery, equipped with leather upholstery to special order of late owner, outstanding condition; £665.

CAMDEN MOTORS for limousines.—1948 Humber Pullman, late registration car, widest occasional, etc., formerly owned by local funeral directors, moderate total mileage; £595.

CAMDEN MOTORS for limousines.—1947 Humber Pullman, similar to above model, and fitted works reconditioned engine March this year, only just completed 6,000 miles, first set of Fort Dunlop tyres and 14-inch tubes fitted at same time; £645.

CAMDEN MOTORS for limousines.—1946 Humber Pullman, a privately owned car, only one change of ownership since new, coachwork reconditioned black for the first time, few months ago, late type Ace Rimbelashers, built-in heater, etc., very good condition; £595.

CAMDEN MOTORS for limousines.—1944 Humber Pullman, an ex-Ministry car of late war-time production, fitted reconditioned engine and generally overhauled, the whole car in very much above average condition with excellent tyres, built-in heater, widest occasional, etc.; £495.

CAMDEN MOTORS for limousines.—1951 Armstrong Siddeley 18hp 7-passenger model, standard production series, December, 1950, delivery, 1950 division, widest face forward occasional, rich leather upholstery front and rear; £895.

CAMDEN MOTORS for limousines.—1951 Armstrong Siddeley 18hp, similar model to above, April delivery, one owner, taxed privately, very immaculate condition; £995.

CAMDEN MOTORS for limousines.—1951 Armstrong Siddeley 18hp, another one-owner car, March, 1951, delivery, and in immaculate order; £945.

CAMDEN MOTORS for limousines.—1950 Austin Sheerline, a spacious stately car, widest type 3-seater occasional, built-in radio, heater front and rear, wing mirrors, etc., lately owned by titled family, unblemished black coachwork with upholstery in similar condition, recorded mileage 19,400, looks considerably less; £995.

CAMDEN MOTORS for limousines.—1950 Austin 16hp standard production 4-door model with bench type front seat, face forward occasional, leather throughout and division, only one previous owner; £595.

CAMDEN MOTORS for limousines.—1940 Austin Hareash 14 8-seater, delivered to private owner in February, 1940, and practically unused whole of war period, three-seater face forward occasional, coachwork and interior beautifully maintained; £395.

CAMDEN MOTORS for limousines.—1940 Austin 18hp model, black, red leather, wide occasional, 4,000 miles since engine rebore and sleeve, used no oil and is particularly good on petrol; £395.

CAMDEN MOTORS for limousines.—June, 1939, Packard Super Eight full 8-seater model equipped with overdrive, a privately owned car which in our opinion is as near perfect as makes no difference, black coachwork and chrome are literally spotless, the interior upholstery shows practically no signs of wear, a special set of tailored loose seat covers are fitted to all seats, door panels, etc., in rear compartment; all the interior fittings are immaculate in every respect; a sum in excess of £400 has been expended on the car within the last 5,500 miles, the work consisting of complete dismantling and reconditioning of engine, rebore, etc., and other overhauls, together with new tyres and tubes, all of which is authenticated by the concessionaires themselves, who were solely responsible for the reconditioning; this incomparable Packard cannot fail to interest those who will only be satisfied with the very best that money can buy.

CAMDEN MOTORS for limousines.—1935 Rolls-Royce 20/25 Mulliner 7-passenger model in black with grey upholstery, used for funeral work only since 1947, privately sold previous to that date, moderate total mileage; £525.

CAMDEN MOTORS for limousines.—1936 Rolls-Royce 20/25 Park Ward full 7-seater with forward occasional seats, a genuine one owner car, single date of delivery (May, 1936) taxed and used privately, chauffeur driven; £615.

CAMDEN MOTORS for limousines.—1932-3 Rolls-Royce 20/25 Park Ward model, with kept car, fully equipped, winding division, occasional, disc; £515.

CAMDEN MOTORS for limousines.—1948 read, Dodge 8-seater 26hp model, right-hand drive, upholstered in real leather throughout, reconditioning just carried out on engine consisting of rebore, reground crankshaft, etc., 40 miles road test only, widest occasional; £495.

CAMDEN MOTORS for limousines.—1937 Buick Pullman Super Eight in black with brown upholstery, maintained by sole concessionaires on behalf of private owner; £395.

(This advertisement continues on next page)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

(This advertisement continued from previous page)
CAMDEN MOTORS for limousines.—1936 Buick Pullman Super Eight, also in black, interior just re-trimmed in fawn cloth and fitted tailored seat covers, Clayton heater, Ace Rimse-liners, good mechanical, order: £225.

CAMDEN MOTORS for limousines.—1937 series Packard Super Eight 8-seater with widest occasional, winding division, very good coachwork in black, twin spares and all four road tyres practically as new. £295.

CAMDEN MOTORS for limousines.—1936 Packard Super Eight in quite amazing condition for the year, appearance would not disgrace high-class post-war fleet equally good mechanically. £235.

CAMDEN MOTORS for limousines.—1938 Humber Pullman a very useful and serviceable limousine in black, thoroughly overhauled and serviced by distributor, interior recently re-trimmed in West of England cloth. £355.

CAMDEN MOTORS for limousines.—1940 Wolseley Super Six 25hp, beautifully upholstered in rich red leather and with immaculate coachwork, moderate total mileage. £495.

CAMDEN MOTORS for limousines.—1937 Austin Chalfont 18hp model, quite a nice one in leather throughout and with usual refined Austin performance. £245.

CAMDEN MOTORS for limousines.—1937 Austin York 18hp long chassis model, sound dark blue finish, leather occasional, goes very well. £195.

CAMDEN MOTORS for limousines.—1937 Hillman 21hp long chassis model, well typed and mechanically sound. £125.

CAMDEN MOTORS for limousines.—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1055)

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford, Tel. Kaling 4506-9. (C1074/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars" (C1015)

LINCOLN-ZEPHYR

1939 Lincoln-Zephyr 4-door 6-seater saloon, excellent condition, radio, heater, seat covers, good tyres. £350.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Kaling 4506-9. (C1395)

MERCEDES

£199!! Rare and unusual Mercedes Special Stuttgart 4-door saloon, 157hp, independent suspension, opportunity to acquire real motoring for little money, genuine specimen vehicle, look inside, its beautiful, drive it, its excellent, probably the finest specimen on offer; 3 months' guarantee, hire purchase, exchanges. **LAMBS**, Finchley Showrooms, 421-423, High Rd., Finchley N.12, Finchley 6221 (East Finchley Underground). (C2052)

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.

OFFICIAL Mercedes-Benz retailers

173 Westbourne Grove, W.11, Hay 4274. (C4055)

MERCEDES-BENZ (Great Britain) Ltd., offer:—

1939 Type 230 4-door saloon, continental steering, black and red with red leather upholstery, may be seen by appointment—Victoria 8715-6 (roadside) (Sept.) Mercedes-Benz type 170D (diesel) 5000 miles only, an exceptional car, over 50mpg.—Ingis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3, Tel. 26287. (C4597)

1953 (Sept.) Mercedes-Benz type 220 2.2-litre 6-cylinder, overhead camshaft, petrol, saloon de luxe, black with grey upholstery, independent suspension both front and rear, a family car with sporting performance, unequalled suspension and road holding, 4,800 miles only—Ingis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3, Tel. 26287. (C4598)

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Repairs, 111, Grosvenor Rd., & W.1, Victoria 8715-6. Night service Victoria 3144. (C4755)

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford, Tel. Kaling 4506-9. (C1074/R)

M.G.

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months, clients travelling long distance to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

CHOICE of three T.D.s.—1953, green, £645; 1952, cream, £495; 1951, black, £545.

CHOICE of four T.C.s.—1949, blue, £395; 1948, black, £375; 1947, green, £355; 1946, blue, £335.

CHOICE of two T.A.s.—1938, red, £275; 1937, blue, £255; two P.A.s.—1934, red, £175; 1934, blue, £155.

CHOICE of two J.2s.—1933, black, £145; 1933, cream, £125; 1936 N.A. tourer, £145; '32 12hp tourer, £65.

CHOICE of two 2-litre saloons.—1939, £245; 1937, £195; 1936 d/h coupe, £145; 1938 V.A. saloon, £245.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS. Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8941. (C5041)

DICKS

1947 M.G. T.C. sports 2-seater, superlative condition throughout. £350.

DICKS CAR SALES, Ltd., 395-401, High Rd., Ruislip, Middlesex. Tel. 6988-9. (C1072)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

SLOCOMBE'S, Ltd.

M.G.

1938 M.G. 2-litre saloon, with our unique guarantee which includes periodical checks and service at no charge. £245.—Dudden Hill Lane, Willenden 4869. (C4017)

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked. £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8303. (C2040)

PARADE MOTORS (MITCHEAM), Ltd., offer:—

1950 M.G. T.D. green with beige upholstery. £495.

1949 M.G. T.C. cream with red upholstery. £390.

1947 M.G. T.C. red with red upholstery. £360.

1947 M.G. T.C. red with beige upholstery. £355.

1937 M.G. T.A. red with red upholstery. £235.

1933 M.G. J.2. overhauled engine, upholstery. £135.

PARADE MOTORS (MITCHEAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3592. (C5036)

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3548. (C0082/R)

UNIVERSITY MOTORS Ltd., guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 4141. (C0390/R)

1947 M.G. T.C. 2-seater, excellent condition. £345.—Anthony Crook Motors, Caterham Hill, Surrey, Tel. 232-3. (C1063)

1953 M.G. TD 2-str., radio, extras, as new. £625; exchange larger car.—45, Shirehall Park, N.W.4, Hendon 1648. (C4621)

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

1952 T.D. M.G., one owner, 21,000 miles, green, beige leather, heater, radiator blind, sliding side screens. £520.—Lyle, Sandymount, Sandy Lane, Oxford. (C4292)

M.G. 1½-litre saloon, December, 1952, genuine 9,000 miles, absolutely as new. £725.—E. Claybourn & Co., Ltd., 37, Malgrave D-ncaster, Yorks. Tel. 3418. (C4652)

£350—1940 M.G. 2.6-litre sports saloon, maker's recon. engine, spotless condition, £120 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

1939 2.6 fourseme coupe, grey, overhauled, new engine, tyres, batteries, smart, fast, M.G., £195 quick sale.—11, Woodhill Park Grove, Stanningley, Leeds. Pudsey 2064. (C4632)

1952 series T.D. Midget, an exceptional one-owner car, fitted many extras, recorded mileage 13,600, £550.—H. A. Saunders, Golders Green, Speedy. (C4004)

1938 M.G. 1½-litre saloon £250 overhaul this year, most rare condition, finished cream with red leather upholstery. £345.—Silverthorne Motors, Ltd., 46, Fitzroy St. W.1, Euston 7811. (C4011)

465 ems.—M.G. Midget, December 1949, T.C. 2-seater, Cambridge blue luggage carrier, car fully used, exceptional condition, taxed, terms, exchanges.—Rowland Smith, below.

345 ems.—M.G. Midget, October 1946, T.C. 2-seater, very good condition, taxed, choice of 5 M.G.s in terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£265!!—Specimen condition M.G. 18 sports saloon, look at this car, it's outstanding, open the doors, the interior is beautiful, drive it, you cannot fault it; 3 months' guarantee; hire purchase exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley N.12, Finchley 6221 (East Finchley Underground). (C2052)

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Bakerston St., W.1, Mayfair 3104. (C0696/R)

M.G. Cars Wanted

M.G. Cars Wanted

C. THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1, Euston 1212. (C0966/R)

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for M.G.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/H)

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford Middlesex, Kaling 8441. (W3041)

C.N.K. MOTORS require M.G.s, particularly V.A. T.A., TD and TC models.—353, Finchley Rd. N.W.3, Hampstead 5712. (W1052)

POST-WAR M.G.'s wanted.—Eric Hayes, Ltd., 15, Bishop's Bridge Rd., Paddington, W.2, Paddington 0497. (W4035)

URGENTLY required, 1947-51 M.G. 1½, saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (C4660)

XXX H. F. Edwards offer immediate cash for good M.G. cars.—Details please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9300. (W4031)

M.G. Spares and Service

W. JACOBS & SON

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON Mill Garage Chigwell Ind., South Woodford, E.18 Wansted 7785-4. (C0406)

ROGERS GARAGE, Wellesley Ave., Paddleswick Rd. W.6, Riv. 2644. (W4094)

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford Middlesex. (W4041/H)

UNIVERSITY MOTORS Ltd.—Largest stocks of M.G. spares outside the factory.—7, Bedford St., London, W.1, Gro. 4141. (C0504/H)

M.G. Spares must parts in stock for all models, 1950 onwards, including valves, guides, springs, rockers, pushers, shafts, etc. replacement camshafts, rockers, dynamo and springs, wheels, hubs, vertical drive assemblies, prompt postal service and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station) S.15, Liberty 3095. (C0455/H)

TOULMIN MOTORS specialise in M.G. and M.G. cars only, repairs and complete overhauls, all modern reconitioned engines in stock for types P, J, T and L, and N. Maximize exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves guides, springs and gasket sets with full range of M.G. spares always available. We specialise in racing spares.

WRITE or phone Toulmin Motors, 545, Staines Rd., Hounslow, Middlesex, Tel. Hounslow 2254 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (C0549/H)

Morgan Cars Wanted

R. ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morgan—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/H)

Morgan Spares and Service

MORGAN 4.4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1, Langham 7735. (C0514/R)

MORGANS—All available spares in stock.—F. H. Dumas, Morgan specialists, 1a South Ealing Rd., Ealing, W.5, Ealing 0570. (C0728/H)

MORRIS MINOR

GATEHOUSE offer:—

1951 Morris Minor tourer, heater green, excellent condition, 22,000 miles. £445.—Gatehouse Motors, Ltd., Highgate Village, London N.6, Tel. Mountview 4444. (C0201)

WARWICK WRIGHT, Ltd., offer:—

1953 Morris Minor (ohv) convertible, black, 5,000 miles. £545.

WARWICK WRIGHT, Ltd., 150, New Bond St. W.1, Mayfair 9761. (C04045)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, 17,000 miles, taxed, as new. £450.—Walford Way, Hendon Central, N.W.4, Tel. Hendon 8094-5. (C0204)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Morris Minor saloon, black with red leather, one owner. £465.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

W. J. BROWN, Ltd., established over 30 years

1950 Morris Minor saloon in green with beige upholstery, excellent condition throughout. £435.

339 Finchley Rd., N.W.4, Hampstead 4414. (C1025)

MARCH, '51, Morris Minor convertible, pale blue, immaculate condition, low mileage. £465.

G. & R. GARAGE, Ltd., 53, Victoria Rd., Surbiton, Elmbridge 6755. (C0205)

1951 Morris Minor 2-door saloon, green, beige upholstery, 13,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5551) and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C4046)

1952 (Sept.) Morris Minor convertible, 13,000 miles, radio, heater, one owner. £465.

RIPCO Ltd. (Morris's purchased), 16, Aldemarle St., Mayfair, London, W.1 Hyde Park 2952-3-4. (C5052)

1950 Morris Minor 2-door saloon, dark green, low mileage, immaculate car. £495.—Tel. Prospect 4124. (C5056)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1949 (November) Morris Minor 2-door saloon, one owner, total mileage 18,000, in excellent order throughout; £450.—**L. VINE, FRANK & WAGSTAFF**, 3-5, Crouch End Hill, N.8. Mountview 4401 [C2058]

1950 Morris Minor saloon, one owner, definitely as new; £445, 3 months' guarantee; terms and exchanges.—**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1950 (November) tourer, many extras, including heater, airport upcharger, surprising performance; reliability—Box 2477. [4577]

4-door saloon 1951 Morris Minor, grey, brown leather, exceptional condition; £495.—**Vandervells**, 215, Haverstock Hill, N.W.3 Primrose 4441. [C4037]

1950 Morris Minor saloon, in superb condition throughout, one owner, low mileage, complete servicing history available; £435.—**Jack Posner (Autos)**, 895 Hendon Way, N.W.4 Hendon 1423-4. [C3065]

1952 (Oct.) Morris Minor saloon, green, in perfect condition, radio, underseals, etc.; 11,000 miles; £495-5, Winchester Rd., Northwood, Middx. Tel. evenings 689. [4624]

565 gns.—Morris Minor 1953 4-door saloon, birch grey, red leather, ohv engine, overriders, one owner, genuine 4,000 miles, brand new condition; terms, exchanges.—**Rowland Smith**, below.

495 gns.—Morris Minor 1952 tourer, platinum grey, one owner, small mileage, exceptional condition, taxed, terms, exchanges.—**Rowland Smith**, below.

375 gns.—Morris Minor 1950 tourer, maroon, radio, heater, one owner, excellent condition, taxed; choice of 10 Morris terms, exchanges; list open 9-7 week-days and Saturdays.—**Rowland Smith**, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1952 (November) Morris Minor 4-door saloon, blue, red leather, fitted heater, 11,000 miles genuine, literally as new; £315.—**Sutton Court Motor Co., Ltd.**, 153, Sutton Court Rd., Chislewick, W.4. Chislewick 0911. [4604]

Morris Minor Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [10716/R]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

P PRIVATELY owned Morris 10, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

MORRIS EIGHT

MEBES & MEHES, Ltd. (Est. 1893) offer:—

1948 (March) Morris 8hp saloon, fawn and black, brown upholstery, in excellent condition throughout, moderate mileage; £365.—**The Broadway**, Mill Hill, N.W.7. Tel. Mill. 2040. [C5012]

£365 1948 Morris 8 de luxe saloon, small mileage and spotless condition.—Below.

£175 1949 Morris 8 saloon, blue, excellent throughout; choice also 4-door saloon.—Below.

£155 1947 Morris 8 tourer, also choice 2-seater, both excellent; 3 months' guarantee, hire purchase, exchanges.

L AMBES, Finchley Showrooms, 421-423, High Rd., Finchley 6221. (East Finchley Underground). [C2052]

S G A MOTORS, who deal exclusively in Morris 8s, offer:—

1939 series E 2-door saloon, recolloured, immaculate condition throughout; £275.

1939 series E 4-seater tourer, excellent condition; £295.

1938 2-door de luxe saloon, choice of four, all superb condition; £195.

1938 4-seater tourer, perfect condition; £175.

ALWAYS at least 12 saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for three months; hire purchase and exchanges.

REPAIRS of all descriptions also undertaken.

S G A MOTORS, Morris 8 Specialists, 14, Atherton St. Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4065]

375 gns.—Morris 8 1948 4-door saloon, leather, radio, one owner, exceptional condition; terms, exchanges.—**Rowland Smith**, below.

145 gns.—Morris 8 1938 de luxe saloon, black, sliding head, red leather; terms, exchanges; list open 9-7 week-days and Saturdays.—**Rowland Smith**, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£125 1950 Morris 8 2-seater, very clean car, Autospins, 5, Balham High Rd., Balham 1509. [C1009]

1948 Morris 8 Series E 4-door de luxe saloon, one careful owner, 50,000 miles, immaculate; £395.—**Lee of Spades**, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

Morris Eight Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TEN

1948 Morris 10, immaculate condition; £340.—**S. E. 26**, Sydenham 6129. [C2068]

£80 Morris 10, '35, excellent condition, new tyres, battery.—**Asbury**, 3, Chiltern Ave., Amersham-on-Hill, Bucks. [4641]

1947 Morris 10, black with brown leather, in really exceptional condition; £350.—**L. F. Dove**, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

MORRIS TEN

1948 Morris 10 saloon, one owner, in spotless condition; £365.—**Ace of Spades**, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

KENTISH & THOMSON, Ltd.—1946 Morris 10 saloon, black, excellent condition; choice of 2; £325.—564, Wexham Rd., Croydon, Springpark 3477. [C2047]

245 gns.—Morris 10 1939 series M de luxe saloon, green, sliding head, leather, very good condition; taxed; terms, exchanges.—**Rowland Smith**, below.

185 gns.—Morris 10 1938 saloon, very good condition; taxed; terms, exchanges; list open 9-7 week-days and Saturdays.—**Rowland Smith**, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Morris Ten Cars Wanted

PRIVATELY owned Morris 10, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TWELVE

COOMBS & BONS (GUILDFORD), Ltd., offer:—

1935 Morris 12 Club coupe, black with brown leather, £185.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

MORRIS FOURTEEN

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Morris 14 saloon, coachwork original and as new, really superb mechanical order, must be seen to be appreciated; 1992ns.

HIRE purchase terms on the spot with no references, no formalities or guarantees, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. & Maids Vale 6944 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047]

£85—1937 Morris 14 saloon, clean car, terms.—Autospins, 5, Balham High Rd., Balham 1509. [C1009]

MORRIS OXFORD

PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford saloon, black, 1,050 miles; part exchanges, deferred terms—4, Brick St., Park Lane, London, W.1 Grosvenor 4772-3. [C5051]

CHARLES RICKARDS, Ltd., offer:—

1952 (July) Morris Oxford, finished black, 10,000 miles, one careful owner since new; £565.

A LEO a good selection of genuine low mileage cars, all offered with our 3 months' guarantee.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn, 5 mins. from Marble Arch). Pad. 1820. [C5050]

W J BROWN, Ltd., established over 30 years.

1952 Morris Oxford saloon, black, red leather, heater, one owner; £575.

339 Finchley Rd., N.W.3 Hampstead 4414. [C1025]

1950 Morris Oxford saloon, 11,000 miles, new condition, heater; £495.—**John Gray**, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1953 Morris Oxford saloon, black, 9,000 miles only; £625.—**L. F. Dove**, Ltd., 111-115, Addiscombe Rd., Croydon Addiscombe 3566. [C1076]

1952 Morris Oxford saloon, grey, mileage 17,525, heater; £575.—**F. L. Cranmore**, Ltd., Tel. 2040 Potters Bar. [C1082]

1952 Morris Oxford saloon, black/maroon leather, one owner, £595.—**J. Frierer**, Ltd., Park 5077. [C2016]

1950 (Oct.) Morris Oxford saloon, fitted heater, one owner, 18,000 miles only, immaculate; 3 months' guarantee; £495.

C & W MOTORS, Ltd., Queen's Head Garage East End Rd., N.3 Finchley 6236 (3 lines). [C1061]

1950 Morris Oxford, 15,000 miles, excellent condition, £470.—**John Gray**, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1950 Morris Oxford saloon, one owner, excellent order throughout; £495; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

4,000 miles only, 1951 Morris Oxford saloon; £595.—**British & Colonial Motors**, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1952 3 Morris Oxford saloon, genuine 4,500 miles, definitely as new; blue/grey, red hide interior; £610; consider part-exchange.—14, Omington Gdns., Worthing, Swanedan 849. [C4027]

1950 (September) Oxford, one owner, heater, new tyres and battery, very immaculate car throughout; £495; trade and part exchange enquiries invited.—**G. P. Moley**, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016]

Morris Oxford Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. [10717/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FULL value paid for Oxford or similar; trade or private.—54, Streatham Hill, S.W.2. Tulse Hill 4488. [W3016]

Morris Six Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454. [10715/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HATTON'S will buy post-war Morris models; distance no object.—**Lord St.**, Southport, Tel. 2268. [10796/R]

MARSTON MOTOR CO., for your Morris—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [10098/R]

1953 new or small mileage 2- or 4-door saloon urgently wanted, cash waiting; collected anywhere.—61, Park Ave., Seaburn, Sunderland. [4563]

Morris Spares and Service

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [83054]

MORRIS—Genuine spares and specialist repair service, immediately available in the West End.

S W. I. Tel. Mus. 1932/8574. [10542/R]

FOR Morris service consult Morris specialists.—**W. T. Mason & Co.**, 1, Ley St., Ilford. (Tel. Ilford 0961.) [10471]

NASH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [4015]

OLDSMOBILE

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [4015]

DISTRIBUTORS (RAWLEND), Ltd., Sales, service and spares.—**Blindley Heath**, Nr. Lingfield, Surrey. Tel. 350-1. [1017/R]

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1095]

1951 Oldsmobile 88 4-door saloon, hydramatic, radio, heater, 20,000 miles, l.h.d. £1,995.—**British & Colonial Motors**, Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1952 Oldsmobile Rocket, l.h.d., 5,000 miles only, heater, radio, seat covers, manual gear change, £1,995.—**Woking Motors** (Maybury Hill), Ltd., Woking 1928. [C4027]

1949 Oldsmobile, 12,000 miles, hydramatic drive, blue seat covers, radio, heater as new; £2,975.—**Southern Aircraft (Gatwick)**, Ltd., Gatwick Airport, Horley, Surrey. [4552]

OLDSMOBILE Super 88, brand new, actual Show model, blue with grey upholstery, hydramatic drive, radio, heater, etc.; list price £2,440 16.6, ex London.—**Ingils Automobiles**, Ltd., 64-78, Pitt St., Edinburgh 3. Tel. 26287. [4562]

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerard 8600. [10627/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/5903. [W4015/R]

DISTRIBUTORS (RAWLEND), Ltd., Blindley Heath, Nr. Lingfield, Surrey. Tel. 350-1. Will buy post-war models at good prices. [1015/R]

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6 Southampton St., Southampton. Tel. 3266/4944. [10526/R]

79 gns.—Opel Cadet, October 1937, saloon, good condition, taxed; choice of 3 Opels; terms, exchanges; list open 9-7 week-days and Saturdays.—**Rowland Smith**, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [10513/R]

PACKARD

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.13 (Tel. Hillside 4444). [C5042]

1938 Packard Six saloon, colour brown with leather upholstery, remarkably good condition, suitable as a country hire car, it has no central division. £140. [C1005]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C5042]

GUY ALFRED & Co. Ltd.—1938 Packard saloon, 1950 condition.

1936 Packard Club saloon, superb order—6-7, Warren St., W.1. Euston 3568. [C1005]

CAMDEN MOTORS for Limousines.—The largest selection in the country, 72 models in stock including many Packards.—See Limousine Classified Section. [C1055]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

LATEST current model Packard Clipper, power brakes, 4-door saloon, radio and heater, blue, 3,000 miles, as new; also 2 Packard convertibles, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

LIMOUSINES. 1939 Super 32hp, also 1937 (both De Luxe £1395 model Cosworth), black, forward optional, magnificent condition, certified mechanically, selection. £550. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube) N.W.3 Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R]

SIMPSON'S MOTORS, (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Packards.—97 Fulham Rd., S.W.3, Kensington 4858. [W4028]

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R]

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [E4028]

PARAMOUNT

1951 Paramount supercharged 10hp roadster, fitted brand new engine, as new; £490.—Gilbert & Quinn, 149, 157, Ot. Anzani St., Manchester. Croy 5071. [C4028]

PEUGEOT

TYPE 203, August 1951, 1.h.d. sports saloon, one owner, approx 15,000 miles, sliding roof, dual colours, overdrive, immaculate; £585.—Chipsdale Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052, 7253/7154. [C1046]

UNREPEATABLE opportunity; £525; Peugeot 203, Nov. 1951, 12hp streamline 1.h.d. saloon with overdrive, low mileage, special duo-tone finish, amazing performance and economy, cost nearly £1,300, many others. [C1017]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017]

PLYMOUTH

SIMPSON'S MOTORS, (WEMBLEY), Ltd., American Car Specialists' full list see "American Cars." [C4015]

1948 Plymouth de luxe, black, radio, heater, low mileage, economical car, at a reasonable price, £275. [C1017]

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1017]

495 gns.—Plymouth 1947, specially imported 26hp special de luxe saloon, leather, r.h.d., column gear change, one owner, excellent condition, taxed; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

PONTIAC

SIMPSON'S MOTORS, (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

£1000—1951 Pontiac Silver Streak 8-cyl. saloon, 26,000, immaculate order, radio, heater, dual green.—Tel. Camberley 1600, ext. 102. [C3958]

Pontiac Cars Wanted

SIMPSON'S MOTORS, (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service. [C4017/R]

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4. [C4017/R]

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

RACING CARS

ALTA engine only, 1-litre, certified bench-tested 178bhp, easily converted to Formula 1.—Anthony Crook, Caterham Hill, Surrey. Caterham 2232. [C1063]

COOPER'S GARAGE (SURREY), Ltd., of Surrey, Tel. Elm 3300 are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R]

PERFORMANCE CARS have a selection of vehicles suitable for competition, including 1500 Cooper Lea-Francis, ex Sidney Greene Fraser Nash, Maserati 2.9, F.R.A. B Type, Alta 2-litre; details of formula 2 and 3 available upon request.—See also under "Sports Cars." [C5041]

£475—Grand Prix single-seater Alta supercharged twin cam 2-litre, fully independent suspension; 2 L.S. brakes; brand new body built to specification, similar to F.11 Ferrari, new racing tyres, engine just overhauled and brake tested, ENV racing gear box, 140 mph car ready for immediate racing—can be converted to 1954 Formula 1; sudden illness causes sacrificial sale. [C5041]

BRIAN FINGLAS Bugatti Sales & Service, 2, Pembroke Bridge, W.11. Baywater 3951. After 5.00. [C2009]

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vandyke 5181. [0033/R]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd. Western Ave., Acton, W.3. Acton 4636. [0421/R]

RENAULT

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—
1953 4-door saloon, radio, finished bronze, beige leather upholstery, low mileage, high compression engine, as new; £595. [C1001]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—
1953 2-litre saloon, heater, loose covers, special demonstration model; £950. [C1001]

1953 750 saloon de luxe, leather, loose covers, special engine, cost £750, £350. [C1001]

1951 750 saloon, grey, excellent condition; £420. [C1001]

1939 12hp 2-str coupe dicky, completely reconditioned, £225. [C1001]

1937 18hp 6-str saloon, grey; £150. [C4070]

£395—1950 Renault 760 saloon, green beige upholstery, recorded mileage 18,000; a one-owner car in excellent condition. [C1001]

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 266. [C1070]

1950 Renault 760, excellent condition; £375.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

JACK ROSE, Ltd., offer 1952 (December) Renault 750 4-door saloon in bronze with beige upholstery, 11,000 miles, almost unmarked; £475.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

395 gns.—Renault 750, 1951 saloon, one owner, small mileage, exceptional condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Renault Cars Wanted

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5045]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, accept all models. [W5070/R]

REQUIRED, good used rear-engined Renault.—Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube) N.W.3 Ham. 6041. [W4018/R]

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan spares and service.—Tel. 20531. [0911/R]

RILEY

DISTRIBUTORS. [C1017]

BOON & PORTER, Ltd. [C1017]

1936 1½-litre Adelphi 6-light saloon, sold and serviced by us, 53,000 miles; £265.—Castelnau, S.W.13 (ex Hammersmith Bridge), Riverside 4444. [C1022]

AUTOMOBILIA, Ltd., offer:—
1950 Riley 1½-litre 4-door de luxe saloon, brown leather, rear leather, interior, radio, heater, fog lamps, windscreen washers, 25,000 miles, unmarked; £695.—Pippbrook Garage, London Rd., Dorking 4304, 5891. [C1089]

H.W. MOTORS, Ltd., offer:—
1950 2½-litre Riley saloon, finished cream, brown leather upholstery, fitted heater, screen washers and foglights, nominal mileage, in immaculate condition. £695.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2942]

WARWICK WRIGHT, Ltd., offer:—
1949 2½-litre sports roadster, ivory with red leather upholstery, hood and tonneau cover, in very excellent condition. £1,200. [C4045]

WANTSTEAD MOTORS, Ltd., offer:—
1949 Riley 1½-litre saloon, black, heater; £635. [C4042]

WANTSTEAD MOTORS, Ltd., 645, Eastern Ave., Ilford, Valentine 1155-6-7. [C4042]

THE RILEY CENTRE (GORDON & GLYNN) [C1017]

OFFER from England's largest show of pre-war Rileys the following examples:—
£515—1947 1½-litre saloon, in excellent order throughout, fitted Tysan loose covers. [C1017]

£325—1938 2½-litre sports saloon, manual and overdrive gear box, magnificent motor car with high performance and economy. [C1017]

£315—undergoing extensive coachwork renovation and recollaring, ready by the time this advert appears. [C1017]

ALWAYS at least 30 Rileys in stock at prices and terms to suit everyone, all guaranteed, open every week-day from 9.30 a.m. to 6 p.m. [C1017]

THE RILEY CENTRE, 189-193, Pavilion Rd., Sloane St., S.W.1. 15 minutes Sloane Square (Tube). Sloane 8326, 4426. [C3069]

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—
1954 (new) 1½-litre, black; £1,205. [C1017]

1953 1½-litre saloon, Silver Streak, red leather, heater, 11,000 miles; £985. [C1017]

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd. Lewes 1221. Successors to Lewes Motors Ltd. [0057/R]

PERFORMANCE CARS—Good selection always available—written guarantee.—See under "Sports Cars." [C3041/R]

BEARDS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3340. [0079/R]

RILEY

1948 Riley 2½-litre, colour black, one owner, 4-door 4-seater, late series engine, new tyres, Hill, Surrey, Tel. 2232-3. [C1063]

£75—John Gordon offers his special Riley 9 open 4-seater, late series engine, new tyres, taxed—61, Lancaster Mews, W.3. Pad. 4681. [C1067]

1939 Riley 12 Nuffield saloon, excellent condition, recollared green with green leather, £295.—Clairmonte Bros., Bankin Rd., London, N.8. Mountview 5285. [C1056]

RILEY 2-litre saloon, July, 1951, genuine one-owner car, fitted heater, black with red hide, original tyres, £765.—E. Claybourn & Co. Ltd., 37, Hallgate, Dunstable, Yorks. Tel. 5414. [C4651]

345 gns.—Riley 16, September, 1939, 2½-litre saloon, sliding head, leather, synchromesh, carefully used, excellent condition; taxed, terms, exchange.—Rowland Smith, below. [C1017]

325 gns.—Riley, 1940, 1½-litre four-seater drop head coupe, leather, magneto, good condition; terms, exchange.—Rowland Smith, below. [C1017]

225 gns.—Riley 9, 1937 Monaco saloon, sliding head, leather, excellent condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4014]

1937 Riley 9hp Monaco sports saloon, in exceptional condition throughout; £245 or £300 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1947 (Dec.) Riley 1½-litre saloon, black with brown leather, one owner, in 1951 condition throughout; £550.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C4659]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains, demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry, Tel. 2146. [0446/R]

1951 (March) Riley 1½-litre saloon, black red hide interior, fitted works heater and demister, immaculate throughout, splendid performance and mpg, £725; terms available.—Smithfield Garage, Ltd., Digbeth, Birmingham, 5 Mid. 4577. [C4605]

1938 Riley 16 4 Kestrel Blue Streak 6-light saloon, engine, chassis and coachwork in first-class condition, black with red leather upholstery, maintained regardless of cost; a car for the connoisseur; £565 o.n.o. [C4605]

1938 Riley 16 4 Lynx tourer, with all-weather drop equipment, grey with blue upholstery, engine, brakes, steering and suspension just overhauled, good tyres and battery, 30 m.p.g.; whole car in perfect condition throughout; £530 o.n.o. [C4605]

BOTH the above open to A.A.R.A.C. inspection, at your convenience. Tel. Sale 4820/5830, or call, Kay's Bros., The Riley Specialists, Waggon and Horse Garage, 121, Cross St., Sale, Manchester. [C4557]

CAMDEN MOTORS for Rileys.—A superb 2½-litre drop head four-seater coupe, 1951, a car which has been immaculately maintained by previous owner, the whole condition being outstanding in the extreme, one of the very few available, £795; our stock of other Rileys includes post-war 1½- and 2½-litre saloons, 1948-1952, pre-war series, Nuffield, Kestrel, Merlin, Falcon, Monaco, at prices to suit all pockets. [C1055]

CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 4 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

Riley Cars Wanted

THE CAR MART, Ltd. wish to purchase Riley cars.—150 Park Lane, W.1. Grosvenor 3434. [0969/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube) N.W.3 Ham. 6041. [W4018/R]

YORKSHIRE—The Riley Buyers, Barkers of Oakwood Leeds 8. Tel. 58236-7. [0094/R]

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3048]

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 3401. [W3041]

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool 1. Tel. Royal 6622. [0775]

REQUIRED, good used Riley, G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Tel. 1681. [C4661]

XXX H. F. Edwards offer immediate cash for good Riley cars—Details, please, to 29, Upper High St., Epsom, Surrey. Tel. Epsom 9409. [C4041]

COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage—200, Danganate, Manchester, 3. Bla. 5522. [C4655]

WANTED, 1952-53 2½-litre Riley saloon black, in part exchange for Wolsey 6.90 metallic grey, radio, heater, 11,000 miles.—Tasker, 278, Whalley Rd., Accrington. Tel. 5136. [C3504]

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill S.E.23 Forest Hill 2244-5. [0246/R]

J. JAMES (LONDON), Ltd. carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Cavers Lane, Heston Gate Rd., London N.W.5. Gul. 5446. [0092/R]

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Mot. Agencies, Ltd. High St., Leamington Spa. Tel. 67. [8110]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service
ARCOT ENGINEERING, Ltd.—Preston gear boxes, A exchanges and repairs.—169 Fulham Rd., S.W.5, Kensington 7501. [C236.R]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [C443]

ROLLS-ROYCE

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLE—1947 Silver Wraith 3-door saloon coupe by Houchie, painted blue and upholstery in maroon and beige hide, speedometer reading 21,000 miles; price £2,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1062]

RIPON.
RIPON.
RIPON BROG, Ltd.
THE leading Northern Rolls-Royce and Bentley specialists.
HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.
RIPON BROG, Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [C935/R]

VINTAGE AUTOS, 66, London Rd., Tooting, Tel. Mitcham 3951. [C4039]

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.
VINTAGE AUTOS, 66, London Rd., Tooting, Tel. Mitcham 3951. [C4039]

PB Ltd., offer:—
1939 Rolls-Royce Wraith Park Ward semi-racer-edge owner-driver sports saloon, 2-tone beige, grey leather engine just completely overhauled, exceptional car.
PADDON BROS., 69, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033]

H. R. OWEN, Ltd.
LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—
1949 Hooper touring limousine, black with blue hide, 28,000 miles; £3,650.
1949 James Young racer-edge sports saloon, black with blue hide, 45,000 miles; £3,500.
1949 Hooper touring limousine, black with maroon hide, 62,000 miles; £2,950.
1937 Barker P.III full limousine, black with hide and chrome, 52,000 miles; £1,495.
1934 Freestone and Webb P.II two-door sports saloon, black with beige hide, £1,250.
WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032]

JACK OLDING, Ltd.
OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—
1948 Silver Wraith Park Ward saloon, one owner, black/beige hide, undergoing renovation, 55,000 miles; £2,650.
1938 25-30 Thrupp & Mahery sports saloon, black and chrome; £1,450.
AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. [C3030]

RUSSELL MOTORS offer:—
1939 Rolls-Royce 25-30, G.Z.R. series, 4-door sports saloon by Cockshott, radio, heater, screen washers, etc., exceptional condition.
ANY trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3252. [C3060]

K NIGHTSBRIDGE MOTORS, Ltd.
1933 (December delivery) 25hp owner-driver sports saloon by Hooper, black and green, bucket seats to front; £725.
3, Roberts Mews, Lombes Place, Belgrave Sq., S.W.1. Sloane 4066. [C2063]

MASCOT MOTORS, Ltd., offer:—
1935 25hp H. J. Mulliner sedan; £700.
1935 25hp Tickford 4-light saloon; £700.
1935 25hp H. J. Mulliner sports saloon; £700.
1934 25hp Connaught drop head four-seater coupe; £350.
1933 25hp Thrupp & Mahery 6-light saloon; £475.
1933 25hp Park Ward open tourer; £550.
1932 25hp Freestone & Webb sports saloon; £575.
1932 40-50hp Freestone & Webb Continental coupe; £500.
1930 25hp Park Ward four-seater drop head coupe; £550.
1927 20hp Rippon open tourer; £275; and several others undergoing repairs.
WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.
MASCOT MOTORS, Ltd., 237-243, Kenal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]

HENDON CENTRAL GARAGE, Ltd., offer:—
1938 25-30 enclosed 7-passenger limousine by Thrupp & Mahery, blue and black, privately owned, serviced recently by works; £1,150.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

ROLLS-ROYCE

COOMBS & BONS (GUILDFORD), Ltd., offer:—

1937 Rolls-Royce Phantom III. Fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £900; 1500. [C1057]

COOMBS & BONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9. [C1057]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

FUNERAL trade, carefully selected chassis 1935 to 1939, complete with new hearses available.
A LPE & SAUNDERS (COACHBUILDERS), Ltd., Head Office Hearses Enquiries Station Approach, Kew Gardens Richmond 1161. [2671]

1928 20hp Rolls-Royce Park Ward limousine, sound coachwork, good tyres, £95.—P. Weaver, High St., Melton Mowbray, Tel. 533. [C456]

20-25 from £235, deferred payments; exchanges with cash either way.—26, Queensgate Mews, S.W.7. Wes. 5228 after 6 p.m. [C4069]

1935 20-25 7-passenger limousine, one owner, face forward seats, black, small mileage, £795.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4404. [C4022]

1948 Rolls-Royce 40hp touring limousine; £2,650.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers, reliable used cars in stock. [C1560]

ROLLS-ROYCE 20, 25 and 50hp owner-driver saloons, also limousines at specially low prices.—Claude Buryn & Co., 10, Park Garage, St. Peter's Rd., Hammersmith, Riverside 7644. [C252]

1934 Rolls-Royce 25hp saloon by Windover, chauffeur driven, regularly serviced, perfect condition; bargain at £895.—Kings Road Garage Co., Ltd., Kings Rd., Ss. Annes-on-Sea, Lancs. (Tel. St. Annes 670). [C424]

ROLLS-ROYCE 26hp 1933, one owner and chauffeur maintained, laid up during war, completely reconditioned 1947, costing over £500; a distinguished car in exceptional condition for £495.—Mole, 31, Dover St., W.1. Tel. Grosvenor 5902. [C4656]

1951 Rolls-Royce Silver Wraith Freestone & Webb sports saloon, finished black with light fawn hide, one owner, 27,000 miles; a magnificent looking car complete with all luxury equipment; £4,150.—Castle's, Church Gate, Leicester 6251. [C4559]

20/25 Rolls-Royce owner-driver saloon, exceptional, ally pretty lines, excellent mechanical condition; also Rolls-Royce Phantom II owner-driver saloon and 20hp Rolls-Royce 7-seater, both in very fine condition; exchanges with cash adjustment on either side. [C4024]

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43344. [C4024]

THE SOUTHERN MOTOR CO. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunt Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex, Tel. Crawley 457. [C4573]

495 gns.—Rolls-Royce, 1934 20/25hp Hooper limousine, black, leather throughout, occasional window winding device, carefully used, exceptional condition terms, exchanges, list, open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

HEARSE modern Phantom II, magnificent condition private chassis, MS Series, fitted unused 1953 Deluxe 6-seater 6-light Coachwork, mileage 50,000, exclusive equipment, certified mechanically. £395, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1]

1934 (late series) 20-25 Rolls-Royce with very modern roof sports saloon body by Charles Brown, 2 spare wheels, discs, bumpers, radio and many extras, colour light green with grey leather upholstery, two owners, and complete Rolls-Royce history, in every way an exceptional car; £725.—Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. [C1012]

CAMDEN MOTORS for Rolls-Royce—1937 sportsman's 4-door 4-light saloon by Gurney Nutting, March delivery and in the hands of two private owners since new, very attractive line with swept tail, the whole car beautifully cellulosed black and maroon, with black and maroon wheel discs and trimmed throughout in maroon leather, instrument panel and door linings in polished mahogany with silvered fittings, moderate total mileage, £395.

CAMDEN MOTORS for Rolls-Royce—1936 owner-driver saloon, 20-25 Park Ward model, a specimen car, positively flawless in appearance and equally outstanding mechanically; £745.

CAMDEN MOTORS for Rolls-Royce—1935 owner-driver saloon, 20-25 4-door model by Barker, swept tail enclosing rear boot discs, heater and other extras, same private owner since 1945, £625.

CAMDEN MOTORS for Rolls-Royce, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1025]

A&S Limousine 1935 25hp, partition, forward occasional, extended luggage boot, black, carefully maintained. £495.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black, rear boot, lavishly equipped, genuine mileage 44,000, privately owned, meticulously maintained, opportunity. £795.

LIMOUSINE 1938 30hp, Hooper partitioned Deluxe Coachwork, forward occasional, privately owned, mileage 43,000, magnificent condition throughout.

WRAITH Limousine 1939 30hp, Park Ward partitioned, forward occasional, meticulously maintained, recorded mileage 25,000, black. £1,460.

WRAITH Limousine 1939 30hp, partitioned Hooper Deluxe Coachwork, forward occasional, black, delightful condition, genuine low mileage, reasonable use.

A LPE & SAUNDERS always purchase Rolls-Royce, Providence Court, North Audley Street, Mayfair-2941. [C1006]

ROLLS-ROYCE

CAMDEN MOTORS for Limousines.—The largest selection in the country, 72 models in stock including many Rolls-Royces.—See Limousine Classified Section. [C1055-1]

Rolls-Royce Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Goucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C970 R]

J MARSHALL.
WANTED. Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.
J MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2369. [C498 R]

PHANTOM III wanted, owner-driver body preferred.—Box 2222. [3929]

YOUNG gentleman requires post-war Rolls, value for money essential.—Mags, Oakley Court, Windsor. [C430]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018 R]

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8941. [W3641]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Livinstone 3362. [C545 R]

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, Nr. Crawley, Sussex. Crawley 437. [C625]

A&S urgently require 25/30hp Saloons with boot, also privately owned 25/30hp Limousines, details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W330 R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—15, Berkeley St., W.1. Mayfair 6266.—Service works and stores.—Barnsdale Yard off Egin Avenue, W.9. Tel. Cunningham 5936-7-8. [C5997 R]

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.
LARGEST official repairers Rolls-Royce cars.
SERVICING or overhauls.
COACHWORK renovations and accident work.
LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close 8th Wimbledon Tube). Liberty 7222 (6 lines). [C1062 R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 15, Berkeley St., W.1. Mayfair 6266.
SPARE parts.

SERVICE: Barnsdale Yard off Egin Avenue, W.9. Tel. Cunningham 5936-7-8. [C614 R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models. Free repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3362. [C545 R]

ROVER 12

ROVER 10, 1947's, new condition, coachwork unmarked; A.A. examination; bargain. £550.—279, Chester Rd., Castle Bromwich. [C4614]

1940 model Rover 10, black, a really outstanding specimen car, immaculate throughout; £345.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066]

CAMDEN MOTORS for Rovers—10hp saloon, 1937 model, £225, 1938 model, £295, 1939 model, £345, 1940 model, £395, post-war models from £495; all guaranteed cars offered by the leading used Rover specialists.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1025]

CAR MART, Ltd.
1947 Rover 12 six-light saloon, heater; £465.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059]

HAROLD SIMONS, Ltd., offer:—
1947 Rover 12 saloon de luxe, black, brown leather sun roof, one careful owner, unbushed throughout; £475; 3 months' written guarantee; free service after-sale; deferred, exchanges, trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

HENDON CENTRAL GARAGE, Ltd., offer:—
1946 (October) Rover 12 saloon, taxed, immaculate condition throughout; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2634]

£145—1937 Rover 12 4-light sports saloon, engine reconditioned.—Fleet, The Cottage, Merton, Leighton Buzzard 2172. [C1083]

£265—Rover 12 4-light 4-dr. sports saloon, recent recondition, smart appearance, new tyres; engine overhauled.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (30 yards Holland Park Tube.) Exchanges, h.p. [C1017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1938 ROVER 12 sportsman's saloon, good order; £225; radio extra.—Saltford (Bristol) 2269. 14638

CAMDEN MOTORS for Rovers.—12hp saloon, Feb. 1946, full de luxe with leather interior and sun roof, built-in heater, a nice car; £445.
PRE-WAR saloons and sports saloons from £195 all with written guarantees.
CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1055)

£555!!!—Rover 12 sports 4-seater, special expert model, in magnificent and irreplaceable condition, first registered Dec. 1947, but it looks like brand new, 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

425 gns.—Rover 12, 1946 saloon, sliding head, leather, carefully used, excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6941. (C4018)

1947 ROVER 14 Magnificent Rover 14 de luxe saloon; look at this car, its like brand new inside and out; drive it, it feels like a post-war model, no one looking at or driving this vehicle could possibly believe it's 14 years old.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

CAMDEN MOTORS for Rovers.—14hp sportsman's 4-light saloon, 1946, equipped with all extras, radio, heater, screen-wash, wipers, mirrors, passlights, wind tones, condition almost entirely original throughout, expertly maintained mechanically by previous owner; £495.
CAMDEN MOTORS for Rovers.—14hp drop head four-seater coupe, 1959, Tickford model with 5-position hood, smart grey finish with red leather interior, good performance, £695.
CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1055)

1947 ROVER 16 (June) Rover 16 sports saloon, black, brown hide, one owner, 22,000 miles only, exceptional car; £550; no offers.—Ring Stirlinghouse 662. 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

£265—1958 Rover 16 de luxe saloon, exceptionally clean condition, £260 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

GUY ALFRED & Co., Ltd.—1958 Rover 16 saloon, one private owner since new, complete history, radio, extras.—C-7, Warren St., W.1. Euston 5266. (C1005)

£385!!!—Magnificent Rover 16 sports saloon, just completed £100 overhaul, including reboiled engine, reined brakes, steering, springs, etc. this vehicle is so magnificent no one could possibly believe it's 14 years old, looks and runs even better than 1947 model; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

ROYB offer.—An exclusive 1959 Rover 16 sports saloon in 1948 sterling condition, one private owner, new tyres, taxed, trial and inspection will convince most critical buyer, unrepeatable value at £295; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (C5059)

1952 ROVER 60 & 75 NEWMANS, Ltd.

1952 Rover 75 saloon, black, loose covers, carefully used; £595.
NEWMANS House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 3646. (C5024)

COX'S OF LEICESTER!!!

COX'S—Specialists in carefully used Rovers, largest selection.
COX'S—1952 Rover 75, black with red upholstery, one very careful owner only; £595.
COX'S—1953 (August) Rover 75, 4,000 miles only, grey finish with red upholstery, radio and heater, all in superb condition; £1,125.
COX'S have several other fine examples of Rover cars for your choice; cash, terms, exchange.
COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St. Leicester. Tel. 60319. (C1059)

OVERSEAS CARS, Ltd. offer—

1951 Rover 75, black, red leather, radio and heater, 21,000 miles, in exceptional condition, £915; for other Overseas Cars bargains see page 35.
OVERSEAS CARS, Ltd., 27, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C5051)

SAUL & SLATTER, Ltd. offer—

1951 Rover 75, radio, heater, finished bottle green, one owner, £660.—44-46, Alderman's Hill, N.13. Tel. Palmers Green 3631-2-3. (C4002)

COOMBS & SONS (GUILDFORD), Ltd. offer—

1950 (November) Rover P.4, black with grey leather, one owner since new; £800; choice of two.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. (C1057)

PHENIX MOTOR CO. (SURREY), Ltd. offer—

1948 (June) Rover 75 P3 saloon, black, red leather, upholstery, radio and heater, moderate mileage; this car has been extremely well maintained and is in showroom condition throughout; £595.
PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigant 1121. (C5044)

1952 (Oct.) Rover 75 sal. blue 15,000 miles, one owner, H.M.V. radio as new, £1,050.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. (C4029)

75 ROVER 60 & 75 Rover P4 saloon, 1950 model, in very fine condition; exchanges with cash adjustment on either side.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. (C4024)

1951 Rover 75 saloon, black/tan leather, H.M.V. radio, 19,700 miles; £550.—J. Fricker, Ltd. Park 5077. (C2016)

1950 (July) Rover 75 saloon, one careful owner, excellent condition.—Dobsons, Ltd. (Rover Agents), Staines 801. (C1074)

CAMDEN MOTORS for Rovers.—75 saloon, 1948, fitted heater and with leather upholstery, carefully used and regularly serviced by county distributors since new, £595, choice of 2 others, one black, one grey.
CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1055)

1953 model Rover 75, black, low mileage, one titled owner, maintained by Rovers, £290.—G. E. Harper, 1, London Rd., Stevenage, Tel. 700. (C4620)

1951 Rover 75, green with green leather, absolutely as new, 10,500 miles, one owner; £900.—Wallis & Co. (Long Eaton), Ltd., Nottingham Rd., Long Eaton, Tel. 2591. (C4544)

1951 (October) Rover 75, black, radio, heater, covers, £875; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4408. (C3016)

1950 Rover, colour black red upholstery, low mileage, one owner, in excellent condition; £780.—John Whalley, Ltd., London Rd., Bishop's Cleeve, Tel. 181-2. (C4051)

1950 Rover 75 saloon, black with heater, one owner, 21,000 miles only, in spotless condition and fully guaranteed.—St. John's Motors, The Rover Specialists, Regent Rd., Gt. Yarmouth, Tel. 2475. (C4619)

J DAVY offers Rover 75 saloon, 1950 (September), one owner, low mileage, £785, exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069)

XXX 1950 (September) Rover 75 P4 saloon, black with red leather, heater, one private owner, quite immaculate, written guarantee, £785, terms, exchanges.—H. F. Edwards & Co., Ltd., 209, Great Portland St., London, W.1. Tel. Langham 0012. (C2005)

OFFERED BY:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 5 months' specific guarantee.—Wim Evans (Wimborne), Ltd., Rover Main Dealers, Alexandra Rd., Wimborne 0163-4. (5111)

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), offer:—
1952 Land-Rover, 6,000 miles, one owner; £510.—Harvey Hudson, Ltd., Woodford, London, E.18. Wansted 0056. (C2059)

1953 Land-Rover, used road work only, faultless; £450.—Webbidge 600. (C4025)

1950 mobile welding unit, good order throughout, Land-Rover electric welder.—Dunham & Haines, 46, Castle St., Luton 2107-1. (C1079)

1950 Land-Rover, special detachable aluminium tilt and can tops, heater, trafficators, 5 almost new Goodway Eagles, used on roads only, exceptionally clean condition, £225.—Campbell Symonds, Wembley 6262. (C1037)

Land-Rover Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018 R)

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wansted 0056. (W2059)

ROVER MISCELLANEOUS

HENLYS, Ltd.

DEVONSHIRE House, Piccadilly W.1. (Grosvenor 2287)
HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444)
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MANCHESTER (Blackfriars 7843)
BRISTOL (Bristol) 21326)
BOURNEMOUTH (Bournemouth 6314)
NORTHAMPTON (Northampton 907)
CAMBERLEY (Camberley 77)
HOUSLOW (Houslow 3454)
FINCHLEY (Finchley 0081)
GREAT WEST ROAD (Ealing 3477)
CAMDEN TOWN SERVICE STATION (Guliver 4141)
HENLYS Ltd., England's Leading Motor Agents. 10029/R
BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd. Kingston. Kingston 0980/R

ROVER MISCELLANEOUS CARS WANTED

C THE CAR MART, Ltd. wish to purchase Rover cars.—150, Park Lane W.1. Grosvenor 3454. 10971/R

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018 R)

Rover Miscellaneous Cars Wanted

COOMBS & SONS (GUILDFORD) Ltd.
URGENTLY wanted, good condition post-war Rover cars, offers appreciated.—Portsmouth Rd. Guildford Tel. 62907. (0432 R)

R REQUIRED good used Rover.—G. Edwards, Amenbury Lane, Harpenden Herts. Harpenden 318. (W420)

B LAKES Rover agents, will purchase any Rover car.—110, Bod St., Liverpool. 1. Tel. Royal 6622. 17756

P OST-WAR Rover wanted; please send details to: Gordon Wooderson, 40a, Drewstead Rd., S.W.16, Streatham 8638. (W4059)

R OVER 10, 1947, excellent condition; subject A.A. examination; private buyer.—Particulars to Box 2505. (0518 R)

R P. POWELL MOTORS, Ltd.—East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. (0456 R)

XXX H. F. Edwards offer immediate cash for good Rover cars.—Details, please, to 24, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

Rover Spares and Service

LEATHWOODS GARAGES, Ltd., 233, St. James's Rd., Croydon, Tel. 1222. Main Rover dealers for Croydon. (0519 R)

C OLLIVER-FISHER, Ltd. unsurpassed service, spares and replacement units.—Northwood, Middx. 316, 777 (4 lines). (0009 R)

L EIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. (0047 R)

R P. POWELL MOTORS, Ltd. East London area dealers. Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. (0457 R)

B ARKING.—For full stocks of spares and genuine service for Rover owners come to Albion Garage, Ltd., 105-7, Longbridge Rd. Barking, Tel. Hiplaway 1295.

D AVID ROSENFELD, Ltd. Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Chetham Hill Rd. Manchester 8. Tel. Blackfriars 2302. (0555 R)

1953 SIMCA Simca Around the World, 5,000 miles, as new; £295 guaranteed.—C. V. Rushmer, The Fiat Specialist, 39, Holand Park, W.11. Park 5751. (C5061)

CAR MART, Ltd.
1951 Singer 9hp Roadster, £455.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (C1053)

C LOOMBE'S, Ltd.—
1951 Singer 4-seater sports very nice condition throughout, £395 or £132 deposit.—Dudden Hill Lane, Willenden 4869. (C4017)

B J. HUNTER, Ltd. offer—
1951 Singer 8.M. saloon, recent check-over, positively unmarked, £550.
1950 Singer 8.M. saloon, showroom condition throughout, £495.
B J. HUNTER, Ltd., 22, Cuckfield Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

H A. SAUNDERS, Ltd. offer—

1952 Singer 9 Roadster, black with beige upholstery, recorded mileage 15,660, £445.
836—842, High Rd., N.12. Hillside 5272 (4 lines). (C3027)

1953 Singer 8.M. 1500 saloon, 4,000 miles, £745.
GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. (C2025)

1952 Singer 1500 saloon, black beige Vynde, innos covers, 11,000 miles, £595.—J. Fricker, Ltd. Park 5077. (C2016)

1950 (July) Singer 1500 saloon, indistinguishable from new, £465.—Autocare Ltd., Winchester, Tel. 4854. (C1010)

1949 (November) Singer 8M1500 saloon, green, in perfect condition throughout, garage maintained; good tyres; any trial; price £425.—Healey Wilson, Haddenham Cambs. 14299

425 gns.—Singer 9 1951 4AB sports roadster, glass sidescreens, L.L.s. excellent condition; terms, exchanges.—Rowland Smith, below.
325 gns.—Singer Super 19 1947 saloon, sliding head, leather, carefully used exceptional condition; terms, exchanges.—Rowland Smith, below.
145 gns.—Singer 9 1936 de luxe 4-door saloon, sliding head, leather, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6941. (C4018)

Singer Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018 R)

B J. HUNTER, Ltd.

URGENTLY require good Singers

B J. HUNTER, Ltd., 22, Cuckfield Broadway, N.W.2. Gladstone 6303. (W2040)

Singer Spares and Service

R ECONDITIONED units and spares.—Coulthart & Grimshaw, Whalley New Rd., Blackburn. Tel. 4891-2. (6474)

G ORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—At Allan's Lane, Golders Green, N.W.11. Speedwell 4701/2. (0695 R)

M ANCHESTER, South Lancashire North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd. Distributors, Bradshawgate, Bolton. Tel. 4090 Deansgate, Manchester. Deansgate 4507. (0596 R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Spares and Service
The Singer agents for spares, service, repairs, Auto-motors Ltd., Lower Garage, Ferry Rd., Barnes, S.W.13. Riverside 6461. [0754/R]

SPORTS CARS

BERT MASON.
£110—M.G. 4-seater sports J type, very clean.
£165—M.G. 4-seater sports P.A. model, immaculate coachwork.
£265—1½ Jaguar in extremely nice condition.
£235—1959 Jaguar drop head coupe, specimen car.

M purchase on every vehicle, open till 10 p.m.
BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C5073]

B & G MOTORS offer:

£155—B.S.A. 10hp 1240 open sports 4-seater, taxed, immaculate red cellulose, good hood, etc., definitely bargain.
£155—Triumph 10hp open sports 4-seater, taxed, cream with red wheels and upholstery, an extremely attractive car.
£145—Singer 9 Le Mans 2-seater, taxed, cream, good tyres, two spares, slab tank, etc., terrific ex-spectal exhaust note.

£138—Singer 9 Le Mans type 4-seater, twin carb., knock-one (call 'em knock-offs if you like it better), etc., fast.

£115—Wolseley Hornet 12hp EW open sports 4-seater, choice of two, one black, one green, twin carb., 4 speeds, etc.

£85—M.G. 8hp J type open sports 4-seater, red, taxed, twin carb., 4 speeds, knock-one, tonneau cover, etc., just the ticket.

£70—Wolseley Hornet 12hp, twin carburetors, drop head 4-seater coupe, lovely black bodywork, a thing of beauty and a joy forever, gird up your loins and sail off after this one.

£53—Morris 8 open 2-seater, taxed, black, good little car with 4-speed gear box, Banta Claus could almost bring this one down the chimney... sleigh bells extra.

£39—Austin 7 saloon de luxe, 1952, taxed, goes very well.

MANY others, easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1, Gulliver 3578. [C7019]

VINTAGE AUTOS (proprietor Jack Hord)

RUN by an enthusiast for the enthusiast

WE are probably the only dealers in the country who refuse to be taken in by "moderns" at any price and believe "the future is in the past." Our stock of good, clean, pre-war thoroughbreds includes Vintage, Sports cars and Continental cars of every description always 50 cars in stock.

HEAD office and main showrooms: 66 London Rd., Tooting, Tel. Mitcham 3951 and at our new branch for cheaper thoroughbreds up to £150—185, Elmers End Rd., Beckenham, Tel. Beckenham 2581. Our Tooting branch is open for inspection till 9 p.m. 7 days per week including Saturdays and Sundays. [C4039]

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

ALVIS Firebird saloon, £128; Alvis Speed 20 tourer, £95; Citroën 15 saloon, £135; Jaguar 16hp saloon, £75; Lagonda 2-litre tourer, £115; Lagonda 3-litre coupe, £95; Lammac-Graham 17hp tourer, £125; Mercedes-Benz 2-litre cabriolet, £95; Ralston 25hp coupe, £145; Rolls-Royce 20 saloon, £75; Rolls-Royce Ph. 1 limousine, £65; Standard 12 saloon, £95; Talbot 3-litre saloon, £145; Triumph 16 saloon, £105.

IMMEDIATE insurance and easy terms on all cars, part exchanges, vintage specialists.

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PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex, Tel. Ealing 8841 (5 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantees, immediate H.P. and insurance.

B.M.T.A., M.A.A., appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select—

ALLARD J2 comp. 2-seater, 1950, £545; Allard 71M d.h. coupe, 1948, £395; 71L saloon, 1949, £205.

STON MARTIN 1½, Duster 2-seater, 1936, £425; Aston Martin 1½, Le Mans tourer, 1934, £325.

ALFA-ROMEO 17.50 Young's coupe, 1930, £195; Alvis 14hp sports saloon, 1936, £145.

BENTLEY 4½-litre Vanden Plas tourer, 1927, £265; Bentley 3½-litre Red Label 2-seater, 1926, £245.

FRAZER NASH Le Mans replica, 1951, ex-Sidney Greene, latest B.S.I. engine fitted, 1951, £1,395.

JAGUAR XK120 roadster, 1951, £845; 8.8.100 3½-litre comp. 2-seater, 1937, 3 from £295.

LAGONDA 4½-litre Vanden Plas tourer, 1934, £195; Lagonda 4½-litre drop head fourseater, 1934, £245.

LORCKED-BENZ 500K type B cabriolet, 1937, £415; Mercedes-Benz 290K cabriolet, 1936, £345.

M—See large selection under M.G. column; also spares and service.

RILEY Imp 5hp 2-seater, one Maharajah owner since new, low mileage, specimen throughout; £375.

RILEY 1½-litre Sprite 2-seater, 1936, £425; Riley 1½-litre Sprite saloon, 1936, £245.

ROLLS-ROYCE 20.25 Hooper limousine, 1934, £425; Rolls-Royce 20.25 Salmons cabriolet, 1935, £395.

OLLS-ROYCE 20 Early Ward saloon, 1929, £195; Rolls-Royce Phantom II limousine 1933, £265.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list. [C5041]

1952 Buick special, 11,000 miles, absolutely as new, £390.—Cyril Sheppard of Reading, Sonning 2345. [4442]

1930 Aston Martin 1½-litre International 2-seater, a very fine car, engine needs slight attention; room wanted; sacrifice £195 o.n.o.—Les Stewart, 43, Cambridge St., Haverly, Blackport, Cheshire. [4612]

WOLSELEY Hornet EW special d.h. coupe, 1935, 14hp two-tone grey, blue leather, large instruments, fast car, excellent order, present owner 8 yrs. £115 o.n.o.—477, Sidcup Rd., London, S.E.8. Eit. 1326. [4392]

SPORTS CARS

CHARACTER CARS offer:

SEASONAL greetings to all.

C-TYPE M.G., successfully raced new by Sir Francis Smithson, unused 1946-46, Talbot, 1955, 105 saloon, 1957 105 sports tourer; 1955 105 tourer, probably the best example extant; and other sporting and quality cars.

SPORTS cars in good condition urgently required; details and photograph gratefully received and acted upon immediately.—Character Cars, Wellesley Garage, Wellesley Court Rd., East Croydon, Croydon 2555. [C1044]

ROWLAND SMITH'S for sports cars.

545—M.G. Midget late 1951 TD 2-seater, red, loose covers, one owner.

475—Allard 1949 sports 2-seater, black, blue leather, tonneau cover, good tyres, carefully used, excellent condition.

425—Singer 9 1951 4AB sports roadster, red, glass sidescreens, 17.5

395—Rolls-Royce 1935 Phantom II 40/50hp Barker 4-door sports saloon, discs, good tyres, carefully used.

325—Singer Sunbeam-Talbot 10 (July, 1940) sports 4-seater, carefully used.

295—Lagonda Raper 1935 model 10hp twin one fourseater drop head coupe, very carefully used.

265—Fraser Nash-B.M.W. 1950 2-litre type 320 sports saloon, l.h.d.

195—Singer 1937 18.55 supercharged sports roadster, controlled hood, independent suspension.

165—Hillman Aero Mix 1954 sports 4-seater, tonneau cover, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018]

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

CHILDREN CARS offer a representative selection of competitively priced sports cars including:—

ALFA-ROMEO supercharged 1750 litre chassis Casagne drop head coupe, outstanding order, complete history available; £335.

ALLARD 1950 (August), 4.375cc J.2 competition 2-seater only light racing, new tyres; £435.

ALVIS 1939 Speed 25 sportsmans saloon three new tyres, mechanically excellent; £265.

B.M.W. type 328 2-seater, engine recently dismantled, new tyres and hood; £545.

BUGATTI Special type 51 2-seater, road-equipped, £650; type 35 Grand Prix Bugatti, complete minus engine and gear box, £125.

BUGATTI type 35C Grand Prix 2-seater, fitted supercharged 1½-litre Alvis engine, alloy wheels; £235.

FRAZER NASH-B.M.W. 1956 type 319 2-litre Reutter drop head coupe; £225.

HOTCHKISS 1937 3½-litre fourseater fixed head coupe, entirely rebuilt, bills available; £295.

INVICTA 4½-litre low chassis 2½-seater, previously owned by well-known racing driver; £275.

LAGONDA 1939 V.12 Rapide drop head coupe, superb order throughout; £295.

LAGONDA 3-litre 4-seater tourer, excellent all-round condition, eligible vintage events; £165.

OTIS 745cc competition 2-seater, as raced by Colin Chapman; £315.

M.G. J-type Midget 2½-seater, green/red, new tyres, hood and side-curtains; £145.

M.G. K.2 type Magnette 2-seater, bronze head, large brake drums, pre-selector gear box; £225.

M.G. 1949 Series V 1½-litre sports saloon, attractive touring car in superb mechanical order; £325.

M.G. 1939 2-litre sports saloon, two owners since new; £295.

RAILTON 6-cylinder Ranaiah 4-seater tourer, unusual model in extremely good order; £195.

SS 100 1937 2½-litre competition 2-seater, works-reconditioned engine and gear box recently; £295.

Vauxhall 1936 14hp 2½-seater, coachwork by Whittington & Stetell, works-reconditioned engine approximately 9,000 miles radio; £125.

CHILDREN CARS, Terms, Exchanges, 11a, Water Lane, Leighton Buzzard Bedfordshire, Tel. 2060.

1951 Aston Martin coupe, Vantage engine, Alfin drums, outstanding condition; £1,550; 1940 Jensen 4½-litre sports saloon, beautiful specimen, £325.—Wood Lane Garage (Timperley), Ltd., Altrincham, Cheshire, Rineway 8160. [4611]

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

ALFA-ROMEO 17.50 supercharged, Nov., 1934 Castagna d.h. coupe, reconditioned engine just fitted, red leather hood, specimen; £475.

STON MARTIN DB2 1955 saloon, Vantage engine, 7,800 miles, heater, windscreen washer, pass lamps, as new; £2,375.

ALVIS 4.3, November, 1959, f.d.h. coupe, black & grey, radio, 18in wheels, specimen; £495.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £295.

ALVIS 1940 model Speed 25 Charlesworth sports saloon, dual exhausts, light grey, spotless; £575.

ALVIS 1938 model Speed 25 f.d.h. coupe, blue and black, one owner, radio, etc.; £445.

ARMSTRONG SIDDELEY 1946 Hurricane d.h. coupe, bargain; £585.

DELAGE D.6 70 1938 streamlined saloon, recollused bronze, reconditioned engine just fitted, Cotol box, specimen; £485.

FORD V.8 utility, late 1937, excellent condition, new tyres, recollused; £175.

G 2-litre 1940 model open 4-seater sports; £275.

PEUGEOT type 203, August, 1951; see under Peugeot column.

ROYCE 1931 model 25hp Hooper 2½-seater, fixed head sports coupe, superb condition; £475.

20hp 1929 Hooper fixed head sports coupe, recollused blue and black, specimen; £395.

20hp modernised and fitted beautiful 4-door convertible Tickford sports body by Salmonds, 1938 sweet tail, recollused dual colours, specimen; offers.

25hp 1934 series f.d.h. coupe, black/red, new leather hood, specimen chassis, love's car; £675.

PHANTOM II Continental Owen Gurney Nutting sedanca coupe, late 1933, dark green, reconditioned engine, etc., late property of film star, specimen; offers.

25 (Feb. 1953), owner driver, black/beige leather, boot, discs, bumpers, absolutely immaculate; £455.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052 7253 7154. [C1046]

2-litre sports racer, genuine racing engine, gear box 1,500 miles, body as new, first registered 20.5.55 many spares include wheels, clutch, etc.; £725.

—Scott, Smithfield Market, Manchester. [4617]

JOHNSON & BROWN offer 1935 Th. Schneider 13hp Corsica sports tourer, £225; Lagonda M.45 4½-litre V.D.P. tourer, recent engine overhaul, £295; 1937 model Mercedes-Benz 540K supercharged cabriolet; £650;

Lancia Anatura Farina pillarless saloon, 1939, 5,200 miles, exceptional; £795; Alfa-Romeo 1750 d.h. coupe, Alfa-Romeo 2.3 supercharged d.h. coupe, Rolls-Royce 20 tourer; £200; Rolls-Royce 20 landaulet, £145.—We

urgently require good sports saloons and touring cars.—Ringers Rd., Bromley, Kent (20 minutes Victoria), Ravensbourne 6479 and 3322. [C3049]

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

BARTLEY will pay more for good sports cars.—27a, Pembroke Villas, W.11, Bayswater 0523. [W1013]

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W5041]

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam, Talbot, Morgans, etc.; please write, 'phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6250-9. [C3013]

TUNING repairs unobtainable spares made.—Auto-menders, Ltd., Ferry Rd., Barnes S.W.13. Riverside 6496. [0753/R]

STANDARD 8

CAR MART, Ltd.

1948 Standard 8hp saloon; £295.—Car Mart, Ltd., 150, Park Lane, W.1 Grosvenor 5434. [C1039]

SLOCUMBE'S Ltd.

1947 Standard 8 drop head also saloon; both cars with our unique guarantee which includes periodical checks and service at no charge; £255.—Dudden Hill Lane, Willesden 4469. [C4017]

BERKELEY SQUARE HOUSE GARAGE offer:—

1947 Standard 8, black, low mileage, immaculate condition; £325.

BERKELEY Square, W.1, Grosvenor 4543. [4588]

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1947 Standard 8 saloon, finished black, brown leather, excellent condition throughout; £295. [C1001]

1953 (November) Standard 8 saloon, 400 miles, with all extras, list price, 3 months' guarantee, terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

£325—1947 Standard 8 de luxe saloon, two owners, in exceptional condition throughout; £110 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

STANDARD 12

PETER BANTOCK CAR SALES offer:—

1948 Standard 12 drop head coupe, low mileage, one owner; £365.—104, High Rd., Chiswick 2725/5070. [C1014]

1947 Standard 12 saloon, immaculate, guaranteed; £375; payments.—Vaughan, 17, Alford Mews, S.W.7, Fro. 1519. [C4058]

STANDARD 14

PETER BANTOCK CAR SALES offer:—

1948 Standard 14 saloon, beige/brown; £365.—104 High Rd., Chiswick 2725/5070. [C1014]

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

STANDARD 14

W. J. BROWN, Ltd., Established over 30 years.
1946 (Sept.) Standard 14, in very exceptional condition, black with red leather; £555.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1947 Standard 14 saloon; £555; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

TANKARD & SMITH, Ltd.-1946 Standard 14 saloon de luxe, finished in black with brown leather upholstery; £345-97, Peckham Rd., S.E.15. Tel. Rodney 2051. [C4025]

1948 Standard 14 de luxe sun saloon, heater, in spotless condition, guaranteed. £375.-G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [C4053]

1948 Standard 14 drop head coupe, a remarkably attractive car with new hood and just re-sprayed dark blue, excellent condition throughout; £375.-L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1282. [C1078]

ROYS offer very attractive 1947 Standard 14 saloon, dual grey, blue interior, taxed, £295; terms and exchanges.-Roya Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station), Euston 2700 and 5894. [C3059]

STANDARD VANGUARD

ALWAYS
STANDARD Vanguards. A selection with a written guarantee and free after sales service at
NAYLOR & ROY, Ltd., 25, East Hill, Clapham Junction, S.W.11. Bait. 2252. [C3062]

SCOTT CARS offer:-
1949 Vanguard, leather, perfect; £375.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

GATEHOUSE offer:-
1950 Vanguard saloon, blue, heater, radio, loose covers, excellent condition, one owner, £485; also 1951 Vanguard saloon, all extras, £525.-Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2051]

AUTOMOBILIA, Ltd., offers:-
STANDARD Vanguard 4-door de luxe saloon, black, grey leather, heater, radio, excellent condition, first registered 1951, £395.-Pippbrook Garage, London Rd., Dorking 4304, 3891. [C1089]

PHILIP RICKARDS, Ltd., offer:-
1953 Standard Vanguard Phase II, black, low mileage, part exchanges, deferred terms.-4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

CHARLES RICKARDS, Ltd., offer:-
1951 (Nov.) Standard Vanguard, finished comet blue with red leather, 16,000 miles, taxed, in exceptional condition throughout, £535.
ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.
66 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch), Pad. 1920. [C3050]

WARWICK WRIGHT, Ltd., offer:-
1952 Standard Vanguard saloon, radio, blue, 17,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

BROOKLANDS: Individuality, new and used cars.
103 Standard Vanguard saloon, one careful owner, radio, 10,500 miles, excellent throughout.
103, New Bond St., London, W.1. Mayfair 851-6. [C1029]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:-
1952 Standard Vanguard saloon, grey, excellent throughout, fitted H.M.V. taxied, £595.-D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]

BERKELEY SQUARE HOUSE GARAGE offer:-
1953 Phase II Vanguard, radio, heater, overdrive, leather, 2 spotlights, low mileage; £710.
1952 Phase I Vanguard, radio, heater, leather, overdrive, spotlight, etc.; £600.
BERKELEY Square, W.1. Grosvenor 4345. [C4589]

W. J. BROWN, Ltd., Established over 30 years.
1952 model Standard Vanguard saloon, comet blue, blue leather, heater, radio, Tygan covers, one owner, 17,000 miles; £595.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1951 Standard Vanguard saloon, blue/red leather, heater, 16,000 miles; £495.-J. Fricker, Ltd., Park 5077. [C2016]

1949 Vanguard saloon radio, guaranteed; £385; paymen s.-Oldfield, 386, Kensington High St., W.14. Wes. 6631.

£565 Standard Vanguard 1952 Phase I model, leather upholstery in well-maintained condition.
£575 Standard Vanguard Phase I model, fitted with leather upholstery, radio, foglamp, spot-lamp, carefully used.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C3068]

1953 Vanguard, under 10,000 miles, new condition; £600; terms, exchanges.-7, George Yard, Grosvenor St., W.1. Mayfair 9131. [C3068]

425 Standard Vanguard late 1950 saloon, heater, radio, one owner, excellent condition, terms, exchanges.-Rowland Smith, below.

395 Standard Vanguard, December, 1949, saloon, one owner, excellent condition, terms, exchanges; list: open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

STANDARD VANGUARD

1949 Vanguard saloon, heater, radio, many extras, excellent condition throughout; £395.-Pantiles Service Garage, London Rd., Guildford 5326. [C3055]

£385 Absolute gift: 1949 Vanguard saloon de luxe, excellent condition and genuine bargain; also choice 2 1950 specimen models; 3 months' guarantee; hire purchase, exchanges.
L. AMBS, Finchley Showrooms, 421/423, High Rd., Finchley N.12 Finchley 6221, (East Finchley Underground). [C2052]

1951 (May) Vanguard, beautiful condition, leather, heater, one owner, fully guaranteed, spare unused; bargain offer; £350/-.-A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011]

ARCHIE SIMONS & Co., Ltd.-1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new, £495.-94, Gt. Portland St., W.1. Lan. 1843. [C4014]

1952 Estate car, 4-door, grey, red leather upholstery, heater, radio, one owner, excellent condition; £625.-K. J. Motors, Ltd., Bromley, Tel. 3456. [C438]

£465 Standard Vanguard 1950 model 4-door saloon, beautifully kept interior, metallic finish, small mileage, host extras, radio, heater, etc., tip-top mechanically; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7, (50 yds. Holland Park Tube), Exchanges, h.p. [C1017]

149 miles only, Phase II Vanguard, black/red, covers for lamp; £735.-Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12, Tel. Hillside 1048. [C4595]

Standard Vanguard Cars Wanted

R
ROWLAND SMITH'S, The Car Buyers.-Highest cash prices for Standard Vanguard-Hampstead (Tube) N.W.3 Ham 6041. [W4018/R]

FULL value paid for Vanguard or similar trade or privately.-54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

C
A. PETO, Ltd., 42, North Audley St., W.1. Cash to purchase immediately late model Standard Vanguard May 3051. [W3043]

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd. Standard House, South End, Croydon, Co. 6088. Standard and Triumph Distributors for London, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley Sidcup, Essex Heath and Parnham. [0036/R]

Standard Miscellaneous Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Standard cars.-150, Park Lane, W.1. Grosvenor 3454. [0975/R]

R
ROWLAND SMITH'S, The Car Buyers.-Highest cash prices for Standard-Hampstead (Tube) N.W.3 Ham 6041. [W4018/R]

MARSTON MOTOR CO., Ltd., for your Standard, Tel. 814, 8000-Seven Sisters Rd., Tottenham, N.15. [0181/R]

XXX H. F. Edwards offer immediate cash for good Standard cars.-Detail, please, to 26, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units, Girling agents.-Bromley, Kent. Rav. 3456. [0567/R]

STANDARD spares and replacement units.-John Kaye (Leeds), Ltd., New York Rd., Leeds. 2. [0301/R]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1936 onwards; quote commission number when ordering.
WHITE'S GARAGE, Ltd. Standard and Triumph Distributors, Grimsby, Tel. 5486. [0475/R]

STANDARD spares all models from 1935; replacement units; complete overhauls, reconditioning.
M. J. ALEXANDER, Ltd., Guildford, Tel. 5391. [0251/R]

MARGATE, Kent.-Service and spares for all models.
Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4250]

GEAR boxes: modified gear pairs supplied all models 1934-39; write for quotation; early delivery; trade enquiries invited.-Car Facilities, 2, Woodside Green, S.E.25. [4629]

STANDARD spares for all models, largest provincial stockists.-Hollingsdale, Automobiles Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R]

LANKESTER ENG. Co., Ltd. (distributor in Surrey since 1911). Full range of spares, phone, write or call; orders dispatched immediately.-39-43, Eden St., Kingston, Kin. 5151-4. [0286/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.-Arcadia Ave., Finchley N.3 Finchley 5808/9. [0002/R]

STUDEBAKER

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. (Welwyn 481/2/3, offer:-
1953 Studebaker Commander Parina styled coupe, V.8 engine, finished green, hydramatic drive, heater, white wall tyres, mileage 8,000, one of the very few in the country, a most beautiful car; this car must be seen to be appreciated; £2,250. [C1001]

1952 right-hand drive Studebaker Starliner with the sensational V.8 engine dramatically streamlined and full circle visibility, a very attractive body colour and upholstery combination, overdrive, radio and speakers. Tel. Valentine 4674 after 6 p.m. [C3018]

1953 Studebaker Champion Regal Starliner coupe (actual Nov. Motor Show model), ivory and blue, Hydramatic, etc., 500 miles; perfect; £2,250.-Jackson, 2, Bargate, Southampton Tel. 3220 or 66141. [4547]

STUDEBAKER

1951 Studebaker Commander, V.8 engine, convertible, hydramatic drive, power-lift, power-lift, heater, fog lamp, spotlight and other numerous extras, light blue Studebaker's most expensive car.-Joe Thompson Motors, Ltd., 97, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4328]

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd. Sunbeam spares service.-Shandon Garage, Abingdon Rd., S.W.4. Tel. Tul. 4505. [1015/R]

SUNBEAM-TALBOT

DICKS,
1939 Sunbeam-Talbot drop head coupe, same as post-war, attractive, £295.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

CAR MART, Ltd.,
1950 Sunbeam-Talbot 90 saloon, £585.-Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 212. [C1059]

SCOTT CARS offer:-
1950 Sunbeam-Talbot 90 drop head, 28,000 miles, one owner, immaculate; £565.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

B. J. HUNTER, Ltd., offer:-
1951 Sunbeam-Talbot saloon, fast and luxurious; £625.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Oldstone 6305. [C2046]

CHARLES FOLLETT, Ltd., offer:-
1952 Sunbeam-Talbot 90 sal., green, red leather, radio and heater, one owner, 26,000 miles; fully serviced and guaranteed, extremely good order; £745.
18 Berkeley St., W.1. Mayfair 4266. [C2016]

SERVICE, Works & Stores, Barnsdale Yard, off Eln St. Ave., W.9. Cunningsham 5486. [C2016]

HAROLD SIMONS, Ltd., offer:-
1950 Sunbeam-Talbot 90 saloon, black, brown leather, sun roof; this car has been looked after most carefully since new by one enthusiastic owner, official record available of every service since new, 10,800 miles only; £675, 3 months' written guarantee; free service after sale, deferred, exchanges, trade enquiries welcomed.-Harold Simons, Ltd., 497-401, High Rd., East Finchley N.2 (at North Circular Crossroad, 5 minutes Trolley East Finchley Tube), Finchley 0052-53. [C4065]

WARWICK WRIGHT, Ltd., offer:-
1952 Sunbeam-Talbot 90 saloon, heater, black, similar mileage.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

PETER BANTOCK CAR SALES offer:-
1948 Sunbeam-Talbot 10 saloon, 31,000 miles in exceptional condition throughout, £450.-109, Chiswick High Rd., Chiswick 2725 5870, exchanges. [C1014]

GUY SALMON AUTOMOBILES, offer:-
1954 (series) Sunbeam-Talbot 90 saloon, Alpine mist red leather, 500 miles only, £1,050.
Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. [C4001]

1951 90 saloon, 26,000 miles, bronze radio and heater; £645.-Manfield Autos, Ltd., Epsom 2587. [C3061]

SUNBEAM-TALBOT, 1951, genuine 9,985, new condition, reasonable offer.-Castle Bromwich Garage, Castle Bromwich. [C4015]

SUNBEAM-TALBOT coupe, 1,800 miles, absolutely as new, £650, 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4034]

BARTLETT.-Sunbeam-Talbot 1953 drop head, 12,000 miles, £895-878, Pembroke Villas, W.11. Baywater 0525. [C1013]

GUY ALFRED & Co., Ltd.-1953 Sunbeam-Talbot convertible heater, 1,000 miles only, factory condition.-6-7, Warren St., W.1. Euston 3588. [C1005]

1947 Sunbeam-Talbot, one owner, recent major overhaul, in our works, £425.-Anthony Crook Motors, Caterham Hill, Surrey, Caterham 2232. [C1065]

1951 (Dec.) Sunbeam-Talbot 4-door saloon, maintained by us since new, one owner, 14,600 miles, host of extras; £785.-Fugate, Bushey Heath, Herts. 1685. [C2017]

SUNBEAM-TALBOT 90 drop head coupe, excellent condition throughout, fitted radio, £625.-E. Claybourn & Co., Ltd., 37, Hallgate, Doncaster, Yorks. Tel. 3416. [4654]

£645 1951 Sunbeam-Talbot 90 saloon, blue, one owner, £225 secures immediate delivery, balance over 18 months.-Comerford, Ltd., Portsmouth Rd., Thames Ditton, Emb. 2325-4. [4592]

1950 Sunbeam-Talbot 90 Mk. 1 drop head four-seater coupe, new hood, immaculate, guaranteed, £575.-G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [C3055]

JACK ROSE, Ltd., offer 1952 90 Sunbeam-Talbot 90 saloon, in bronze, almost unmarked inside and out, one careful owner, 12,000 miles; £795.-Starford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

ROSE & YOUNG, Ltd., offer 1952 Sunbeam-Talbot 90, low mileage, radio and heater, black, £735.-65-69, Stenhouse Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station) Tulse Hill 4364. [C3057]

1950 (October) Sunbeam-Talbot 90 Mark 1 saloon, black, immaculate throughout, any examination, £585.-Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4 Hendon 2148. [C4007]

1953 (Aug.) Sunbeam-Talbot 90 saloon, blue/tawn leather, genuine mileage, under 3,000, can only be described as a brand new car; 1950, terms of exchanges.-"Motor House," Stouiton, Worcester, Tel. Peapleton 275. [4555]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, March 1951, carefully used and in extremely good condition all round, engine just decoked, brakes re-lined, steering overhauled, £445.
CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1952 model (Oct. 1951 delivery), one previous owner, the whole car quite immaculate, nominal mileage, £725.
CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1950, just recoloured silver grey and fitted brand new set of tyres, £575.
CAMDEN MOTORS for Sunbeam-Talbots.—10hp saloon, 1949, a reasonably low-mileage specimen in original condition throughout, two previous owners, £455.
CAMDEN MOTORS for Sunbeam-Talbots.—2-litre 14hp saloon, 1948, late property provincial bank manager, very carefully used for "week-end" motoring and serviced since new by county distributors; very, very good condition indeed, £495.
CAMDEN MOTORS for Sunbeam-Talbots.—10hp saloon, 1950, a fast, compact little car in neat and tidy order generally, £495.
CAMDEN MOTORS, The Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1055]

£485—Specimen condition 1948 Sunbeam-Talbot 10 de luxe saloon, just had £100 overhaul, including engine reconditioned, etc., in outstanding condition throughout; also choice 2-litre special saloon, 3 months' guarantee; hire purchase, exchange, £485.
L. FINECHLEY, FINECHLEY SHOWROOMS, 421/423, High Rd., Finchley, N.12. Finchley 6331. (East Finchley Underground.) [C2052]

1952 Sunbeam-Talbot convertible, high-compression head and innumerable extras, late property of Rother director, perfect condition—Shields, 4, Wesley Court, Galsins Rd., Birmingham, 29. Tel. Selly Oak 2012. [4616]

Sunbeam-Talbot Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—520, Euston Rd., N.W.1. Euston 1212 10516/R

R. ROOTES DISTRIBUTORS
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM—Lower Temple St. (Central 8411).
MANCHESTER—129, Deansgate (Blackfriars 6677).
MAIDSTONE—(Maidstone 3535).
CANTERBURY—(Canterbury 3252).
ROCHESTER—(Chatham 2251).
WROTHAM Heath—(Borough Green 4).
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 8401. [1011/R]

R. ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Sunbeam-Talbot—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned E-Talbot 90—5, Bras Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2057]

BARTLEY will pay more for good Sunbeam-Talbots.—27a, Pennbridge Villas, W.11, Bayswater 0523. [W1015]

FULL value paid for Sunbeam-Talbot or similar, trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4662]

BIRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 190/194, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [10069/R]

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbot cars.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46501. [10466/R]

Talbot Cars Wanted

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Talbot—Hamstead (Tube), N.W.3. Ham. 6041. [K4018/R]

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-54, including subassemblies—Carr's Motor Works, 280, Knights Hill London, S.E.27. Clipsy Hill 0182. [0864/R]

JOHN BLAND for pre-war Talbot spares and repairs: many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service, spindled wheel hubs.—27, Southfields Rd., S.W.15. Vandeyke 1617. [08096/R]

TRIUMPH

RAYMOND WAY
RAYMOND WAY OF KILBURN
RAYMOND WAY, The Hire-Purchase specialists
1949 Triumph 2000 Roadster, a fine example of this very popular make now in short supply. We have a selection of four others from 439s.
HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and depots (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

TRIUMPH

SLOCUMBS, Ltd.
1950 Triumph Renown, heater, with our unique guarantee which includes periodical checks and service at no charge. £565.—Dudden Hill Lane, Willenden 4869. [C3017]

GATEHOUSE offer:—
1952 Triumph Mayflower saloon, heater and radio, colour powder blue, 11,000 miles. £585.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

B. J. HUNTER, Ltd., offer:—
1948 Triumph 1800 coupe, engine just overhauled. £495.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Oldstone 6303. [C2040]

AUTOMOBILIA, Ltd., offers:—
1951 Triumph Renown saloon, black, beige leather, owner, excellent condition; £625.—Pippbrook Garage, London Rd., Dorking 4304, 39011. [C1089]

HAROLD SIMONS, Ltd., offer:—
1939 Series Triumph Dolomite 4-cylinder saloon in superb condition, 2 careful owners since new, black, brown hide, seat covers, twin spotlights, twin windings, etc.; £265; 3 months' written guarantee, free service after sale; deferred exchanges, trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 miles Trolley, East Finchley Tube). Finchley 0052-53. [C3065]

GLANFIELD LAWRENCE offer:—
1951 Triumph 2000 saloon, maroon, magnificent specimen, many extras including heater, radio, overdrive seat covers, red blind, etc., whole car unmarked, £655.—407, High Rd., N.12. Finchley 0091. [C2054/1]

NORTHERN MOTORS OF HARROW offer:—
£495—Latest model Triumph 1900 saloon, black with pipkin upholstery, fitted radio, heater, seat covers, demister, rim finishers, mascot, etc.; beautiful chrome-work, this car is really in a class of its own.—186-194, Pinner Rd., Harrow 4444. [C3025]

BERKELEY SQUARE HOUSE GARAGE offer:—
1952 Mayflower, black, red vinyl upholstery, heater, £495.
BERKELEY Square, W.1. Grosvenor 4545. [4590]

AUTOMOBILE & AIRCRAFT SERVICES Ltd
1953 Triumph Mayflower saloon, as new, £585.
MARLBOROUGH WORKS Kenon Tel. Wordsworth 7805 (5 lines). [C1008]

W. J. BROWN, Ltd., Established over 30 years.
1948 Triumph 1800 saloon, black, beige leather; heater, £475.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1950 Renown, black, beige leather, heater, one owner, taxed; £625.
1949 Renown 2000, black, grey leather, radio, defrosters, fog lamp; £575.—K. J. Motors, Ltd., Bromley, Rav. 3456. [4439]

£95—1953 Triumph Gloria 10.8 saloon, clean car.—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

1950 (Sept.) Triumph Renown, maroon, unmarked; exchanges with cash adjustment on either side.
SWANMORE GARAGE, 1176 1180, Christchurch Rd., Boscombe Bournemouth Tel. Southbourne 43544. [C4024]

1952 Triumph Mayflower saloon, comet blue, leather, heater, genuine 6,000 miles, one owner, new condition; £515.
X. L. SERVICE STATION, Kingston Vale, S.W.15. X. Kin 8335. [C4060]

1952 Mayflower black saloon, leather and heater, carefully used, £500.—Campbell Symonds—Wembley 6262. [C1037]

£398—Triumph 1800 razor-edge saloon, 1947, black, immaculate.—Value Cars, East Sheen, Prospect 7520. [C4066]

1949 Roadster 2000, immaculate condition, radio; £525; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C5008]

1951 (October) Triumph Renown, saloon de luxe, heater, one owner, excellent condition; £625; 3 months' written guarantee.—Brown's Garage, Loughborough (Essex) 4119. (Tube). [C1034]

1953 (May) Triumph Mayflower saloon, grey, red trim, heater, one owner, as new, guaranteed 7,000 miles. £575.—King's Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

J. DAVY offers Triumph Renown, 1951, over-drive, heater, excellent condition; £595; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641); and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1068]

495s—Triumph Mayflower, September, 1950, saloon, leather, heater, carefully used, exceptional condition; taxed, terms, exchanges; list: open 6-7 week-days and Saturdays.—Roy and South, Hampstead (Hamstead Tube), Hampstead 6041. [C4012]

XXX 1950 Triumph Renown, radio, heater, screen washers, finished in maroon with beige upholstery; really immaculate, terms, exchanges, written guarantee.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

Triumph Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212 10516/R

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Triumph—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Triumph Cars Wanted

MARSTON MOTOR CO., Ltd., for your Triumph—Tel. Sta. 8009.—Seven Sisters Rd., Tottenham, N.15. [1012/R]

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Triumph Mayflower. May. 3051. [W3043]

Triumph Spares and Service
BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7715. [10143/R]

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Beckleyheath), Ltd., 74-78, Broadway, Beckleyheath. Tel. 1666-7. [0499]

TRIUMPH spares for all post-war models; largest provincial stockists, Holmden's Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colts Bay (Tel. 3522). [10355/R]

UTILITY CARS

DICKS
1950 Vanguard utility, genuine 4-door maker's body; £475.
1951 Hillman Minx utility, one owner; £450.
DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maids Vale 6888-9. [C1072]

JACK STONE & SON offer:—
1952 Ford 10hp 6-seater, wooden body; 1951 Austin A40 Countryman; 1950 Ford 10hp 7-seater, wooden body; 1937 Hillman 10 5-seater; 1937 Buick 5-seater—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 10545, 2276-7. [C1021]

BRADSTOCK MOTORS offer:—
£425—1949 Lea-Francis 14hp 4-door shooting brake, very attractive and roomy, best excellent condition throughout; terms, exchanges.—Chase Rd., Epsom. Tel. 653. [C1090]

GLANFIELD LAWRENCE offer:—
FORD 5cwt utility, 12,000 miles, one owner, folding rear seats, fully lined, absolutely unmarked; £395.—407, High Rd., N.12. Finchley 0091. [C2053]

AUTOMOBILIA, Ltd., offers:—
STANDARD Vanguard Estate (December, 1949), mist green, red leather, one owner, exceptional condition; heater; £525.—Pippbrook Garage, London Rd., Dorking 4304, 3991. [C1089]

A. Z. MOTORS for Utility bargains.
1948 Standard 12 coachbuilt utility, gift; £285.
1946 (regd.) Austin 8 wooden utility, excellent condition, snip; £175.
1941 Ford V8 22hp utility, sound; £175.—A. Z. Motors, Palmerston Rd., N.W.6. Ma. 4723. [C1011]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

NEW Fordson 10cwt Estate Car 7-seater, fully folded, 10 seats. £610-5 10. [C1010-5]

£395—Hillman Minx estate car 1948, 4-door bodywork, ample luggage space at rear of bodywork. [C2022]

£495—Austin A40 Countryman 1950, green, fitted with heater, bodywork in very good condition.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008]

1948 Morris Utlecon, excellent condition; £325.—Tel. Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. [C1029]

1953 (May) Austin A70 Countryman, faultless, radio. [C4023]

1952 (July) Standard Vanguard estate car, 9,600 miles, radio.—Webridge 600. [C4025]

BRADFORD utilities for sale serviced by our agents since 1922—Bunting's Motor Exchange, Bunnards Lane Harrow Tel. 6225-6. [10021/R]

£325—1944 Hillman Minx Estate car, renovated and reconditioned.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

1949 Austin A40 Countryman, reconditioned engine, brakes, etc. guaranteed; £485; 3 months' guarantee, terms and exchanges.
J. WILLIAMS MOTORS, 1679, Priory Rd., Horsey, Mountview 5228 and 5774. [C4054]

HILLMAN Minx 1951 Mk. IV estate car, mileage 12,000, heater, new battery, in first-class condition throughout; £600.—Ball, Donnington Hurst, Newbury, Berks. Tel. 494. [4541]

1952 Bradford de luxe utility, 4 seats, one owner, 7,000 miles, heater, many extras, guaranteed, £475.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [C4055]

GUY pick-up, as new, 1951 Austin Countryman, wooden body, as new; first registered 1948 Fiat 500 shooting brake.—6-7, Warren St., W.1. Euston 3268. [C1005]

AUSTIN 1951 A40 Countryman with radio and heater, genuine 23,000 miles, in very good condition, one owner since new, £530.—Over Hall Garages, Ltd., Staines Rd., Bedford, Middx. Ashford 2523-3727. [4587]

ROYS offer 1947 Bradford utility, £165; 1947 Ford 10 Utlecon, £195; 1948 Minx estate utility, £385; 1949 A40 Countryman, radio, etc., £395; 1937 Packard Dagenham type modern utility, £165; 1935 Ford 8 utility, £65; also good selection of vans, see commercial column; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059]

Utility Cars Wanted
ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Utilities—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WHY accept less for your utility vehicle, estate car or shooting brake, when you can get its full market value from:—
CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008]

VAUXHALL 10
1947 Vauxhall 10hp saloon, black with brown upholstery, very nice colour, £370. [W4018/R]

FERNISIDE MOTORS, Ltd., Mitcham Rd., Croydon, The 1448-9. [4479]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 12

W. J. BROWN, Ltd., established over 30 years.

1948 Vauxhall 12 Sun saloon, blue, brown upholstery, radio, pass light, recon. engine, an extremely clean car. £585.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1948 Vauxhall 12, black, brown upholstery, exceptional condition, £390.
FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon, Tho. 1448-9. [14645]

CASS'S MOTOR MART—1948 Vauxhall 12 saloon, 24,000 miles; £395, written guarantee.—5, Warren St., W.1. Euston 10. [C1040]

£395 Vauxhall 12, 1948 type, exceptionally good and original throughout, recon. engine, one owner, many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5067-7. (50 yds. Holland Park Tube). Exchanges, h.p. [C1017]

325 gns.—Vauxhall 12, September, 1946, saloon, sliding head, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3018]

VAUXHALL 14

DICKS.
1939 Vauxhall 14 saloon, famous J series, fitted radio, £229.
DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

1947 Vauxhall 14 saloon, blue, immaculate condition throughout, taxed; £385.
MAGDALENE MOTORS, 31, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005]

1947 Vauxhall 14hp saloon, black, brown leather, the most popular 14hp car; special end-of-year bargain; £335.
COLES GARAGES, Ltd., 43, Worple Rd., Wimbledon, S.W.19. Wim. 0195. [C1054]

1947 Vauxhall 14 J type saloon, black, one owner, good tyres, reconditioned engine recently fitted, exceptional condition; £385.—Hollbrook Motor Co., Ltd., Richmond, Surrey, Tel. 4014. [C2038]

1947 14hp Vauxhall J type saloon, 1 owner, black, new engine 700 miles ago, expt. cond.—Tickford, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

£245 !!!—Vauxhall 14 D.X. saloon, but one that can be this, its bodywork is so original and beautiful, interior excellent, and mechanically 100%; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1938 Vauxhall 14hp saloon, refined brakes, very good engine; £145 or £50 deposit, balance over 18 months; 10 cars in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. 195 bus from Stockwell Tube Station passes door. [4622]

VAUXHALL WYVERN

ALWAYS
VAUXHALL Wyverns. A selection with a written guarantee and free after sales service at **NAYLOR & ROOT**, Ltd., 25, East Hill, Clapham Junction S.W.11. Batt. 2252. [C3022]

1951 Vauxhall Wyvern saloon, radio, heater; £525.
Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

RUSSELL MOTORS offer:—
1953 Vauxhall Wyvern, black, 8,000 miles only; £685.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9238. [C3060]

W. J. BROWN, Ltd., established over 30 years.
1953 Vauxhall Wyvern, grey, 5,000 miles, absolutely perfect.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
SEPTEMBER 1950 Vauxhall Wyvern saloon, nominal mileage, green, brown leather interior, fitted heater, first-class condition throughout, one owner; £440.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4009]

1952 model, one owner immaculate throughout; £375.—Below.
1951 Vauxhall Wyvern, one owner, black, brown leather, immaculate throughout; £550; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C3035]

1953 Wyvern, grey red upholstery, one owner, immaculate, taxed, 3,500 miles; £495.—K. J. Motors, Ltd., Bromley Rav. 5456. [14434]

1952 model Wyvern E-type saloon, heater and other extras; £595.—City Motors, George St., Oxford, Oxf. 2231. [4602]

1951 Vauxhall Wyvern, one owner, immaculate; choice of two cars; £545.—Smith & Hunter, 378, Kensington High St., W.14. Western 2312. [C4019]

1953 Vauxhall Wyvern, black, brown leather, radio, heater, very low mileage; £685.—Odeon Motors, Ltd., Ba-net 1144. [C3029]

1953 Wyvern, 6,000 miles, one owner, grey red leather; terms and exchanges; £685.—Waymouth 57, Huxley Rd., Edmonton, N.18, Tel. Tottenham 9548. [4612]

1952 (Oct.) Wyvern, green, wireless, heater, mirrors, male covers, mascot, low mileage, absolutely showroom condition; £625.—Locks, Tel. Larkwood 2848. [4558]

465 gns.—Vauxhall Wyvern, 1950 model saloon, leather, one owner, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

VAUXHALL VELOX

BM
1950 Velox faultless mechanically, being a one-owner car with genuine mileage, unmarked black cellulose and brown interior, fitted heater, we offer this enviable car at £450 at which figure it represents value second to none, terms, exchanges.—Beverley Motors, Beverley Rd., Highams Park, London E.4, Larkwood 7038 or 2031. [C1086]

ALWAYS
VAUXHALL Veloxs. A selection with a written guarantee and free after sales service at **NAYLOR & ROOT**, Ltd., 25, East Hill, Clapham Junction S.W.11. Batt. 2252. [C3022]

CAR MART, Ltd.
1950 Vauxhall Velox saloon, radio, heater; £495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

RAYMOND WAY.
RAYMOND WAY of Kilburn.
RAYMOND WAY, the hire purchase specialists.

1949 Vauxhall Velox saloon in really superb condition having been owned and driven by one careful driver, negligible mileage, 43 gns.
HIRE purchase terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

GLANFIELD LAWRENCE offer:—
1950 Vauxhall Velox saloon, radio, heater, black/brown, very nice throughout; £449—407, High Rd., N.12. Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:—
1951 Vauxhall Velox saloon, radio and heater, green, 17,000 miles; £595.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

W. J. BROWN, Ltd., established over 30 years.
1953 Vauxhall Velox, 8,500 miles, black, red leather, heater, one owner; £765.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1952 Velox grey, grey upholstery, heater, one owner, immaculate; £625.—K. J. Motors, Ltd., Bromley, Rav. 5456. [4635]

1951 K type Vauxhall Velox, finished beige—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [3292]

1951 Vauxhall Velox, one owner, moderate mileage, a very clean car; £495.—E.F.S. Motors, Kingston-By-Pass, Esher. Tel. Emsbury 3000. [C2005]

1949 (reg. Nov., 1949) Vauxhall Velox L type saloon, black, with brown leather upholstery, one careful owner; £425.
FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon, Tho. 1448-9. [3604]

1952 model Velox E-type saloon, heater and other extras; £625.—City Motors, George St., Oxford, Oxf. 2231. [4603]

1951 18hp green, heater, covers, nominal mileage, one owner, superb condition; £355.—Robbins, East Putney, Tel. 4581. [C3010]

1952 heater, foxtail, green spray, immaculate; £650.—Campbell Symonds, Wembley 6262. [C1037]

HAMILTON MOTORS (LONDON), Ltd., 465-490, Edgware Rd., London, W.2. Paddington 9222 (112 mins. from main line).
1950 Vauxhall Velox, black with brown interior, moderate mileage, in first-class condition throughout; £510.
1950 Vauxhall Velox, black with brown interior, heater fitted, perfect mechanical condition; £465.

1946 Vauxhall 14hp saloon, mechanically excellent, almost new tyres, body exceptionally smart; £365.
ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052]

1949 (Sept.) Velox, black, brown leather, heater, carefully used, additional new Dunlop Ports; £455, original owner, near Slough; Box 2401. [4629]

1952 model Vauxhall Velox, black, heater, loose covers, one owner, remarkable value; £595!!!
 —A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1951 Velox, one owner, excellent condition throughout; £515; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

1953 Vauxhall Velox, fitted radio, heater, fitted new type bonnet fastener, 6,000 miles only; £765.—Bell Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1014]

425 gns.—Vauxhall Velox, 1949 saloon, leather, radio, one ownership, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£465—1950 (February) Velox, one owner, black, leather interior, 30,000 miles, radio, heater, screen washers, reversing light, "Kar-Tec" theftproof device; a really fine example.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4625. [C2067]

Vauxhall Velox Cars Wanted
 FULL value paid for Velox or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2576. [W5016]

GATEHOUSE offer:—
1938 Vauxhall 25hp saloon, black, radio and heater moderate mileage, an unusually fine specimen; immaculate; £225.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 3443. [C2021]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.
 IT is important that the car you purchase is in excellent condition throughout.
 SELECTION of such modern Vauxhalls at

—4, Berkeley Sq. W.1 Grosvenor 4328 [10017 R]
VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Oakridge 6432-5.—Gregory's of Uxbridge. [10039 R]

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots are Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3511), Wilmslow (W.1. 4932). [10203 R]

Vauxhall Miscellaneous Cars Wanted
CAR MART, Ltd., wish to purchase Vauxhall cars.—150 Park Lane, W.1. Grosvenor 3434. [10979 R]

ROWLAND SMITH, The Car Buyers.—Highest cash prices for Vauxhall—Hampstead (Tube) N.W.3. Ham. 6041. [W4018 R]

SHAW & KILBURN, Ltd., Vauxhall main dealers.
WILL purchase modern Vauxhall cars.

—4, Berkeley Sq. W.1. Grosvenor 4328 [10018 R]
ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [10612 R]

7-SEATER private 1957/8/39 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

VAUXHALL cars, post-war models, urgently required
 —Gollys Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373 [10479 R]

XXX H. F. Edwards offer immediate cash for good Vauxhall cars.—Details, please, to 19, Seashbrook Rd., Hythe, Kent, Tel. Hythe 67311. [W2629]

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 465-480, Edgware Rd., London, W.2. Call, write or tel. Paddington 0122. [W2032 R]

Vauxhall Spares and Service
C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuild Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—
BEDFORD HOUSE, 360-368, London Rd., Croydon, Tel. Thornton Heath 5276 (14 lines). [3205 R]

KJ MOTORS, Ltd., for spares accessories, exchange units.—Bromley, Kent. Rav. 3456. [10393 R]

VETERAN CARS
WELHAM'S, Veteran Car Specialists, Burniton Hill Rd., Surbiton, Epsom 1673. Buy, sell, prep. [C4070]

VINTAGE CARS
1928 20hp Rola-Royce Park Ward limousine, sound coachwork, good tyres, £95.—P. Weaver, High St., Merton Moseley. Tel. 545. [4567]

VOLKSWAGEN
COACHCRAFT offer:
£245—Volkswagen saloon, January 1949, reconditioned mechanically at cost of £30, very clean example in sound condition throughout, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1055]

COLBORNE GARAGE, Ltd. 639, Surrey
THE Volkswagen people official main dealers; all spares and fully specialised service, coachbuilding and painting on premises, open for reception week-ends, we can now offer our well-known reconditioned models in maker's colours—for immediate delivery. Tel. Ripley 2561. [10375 R]

PERFORMANCE CARS, official Volkswagen agents, new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8041. [C3041]

1947 saloon green, twin horns, twin exhausts, excellent; £275.—Richards & Carr, 35, Kington St., London, S.W.1. Sloane 5424. [C5045]

V&F specialists in London, offer you their unique experience obtained in three years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car, all Volkswagen spares stocked. Volkswagen cars bought and sold.—Below.

V&F MONACO MOTORS—1947 Volkswagen, good condition, black, radio; £225.—Below.
V&F MONACO MOTORS, 54, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [10642]

Volkswagen Cars Wanted
RICHARDS & CARR buy Volkswagens.—35, Kington St., London S.W.1. Sloane 5424. [W5045]

V&F MONACO MOTORS—The Volkswagen buyers.—54, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [10500 R]

Volkswagen Spares and Service
V. W. MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaries, 79-85, Davies St. (entrance in Weighhouse St.), Tel. May 6718. [10647]

MOONS MOTORS Ltd., at their Davies Street (Mayfair 2551) and Dorset House (Weibek 7969) branches have factory trained mechanics, and offer you full service with repairs and parts facilities. [19555 R]

1952 Fordon 56wt van (extra), £255; 1945 Fordon 56wt van, £165; 1947 Motor, 1947 van, £175; 1939 Bedford gown van, £175; exchanges, terms, valmgs., S. Russell Gardens Mews, Kensington, W14.

ROY'S offer 1946/47/48 Bedfords, Austins, (C)3054
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BURGE & INGLIS Ltd.

FOR immediate delivery Ford Popular in blue; part exchange cars, motor cycles or 3-wheelers.—Dudden Hill Lane Willesden 4888. [C9017]

FORD

GATEHOUSE MOTORS
FORD dealer stockists, sales and service; for early delivery of all models; terms and exchanges.—Gatehouse Motors Ltd., Highgate Village London N.6. Mou 4441. [N2021]

ROWLAND SMITH'S for Ford

IMMEDIATE delivery new Zephyr saloon.

A.L. models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

DAGENHAM MOTORS Ltd., Ford main dealers.

56—Park Lane, W.1. Hyde Park 4866, 374 Fading Rd., Alport, Middx. Perivale 3389. And 6, 8 and 12, Sangleys Rd., Catford, S.E.5. Hither Green 4821. [N1066]

IMMEDIATE delivery Ford Zephyr saloon, finished in Dorchester grey, including Purchase Tax; £788/15/10. [N1053]

BREW BROS. Ltd., 133 Old Brompton Rd., S.W.7. Fremantle 3333. [N1053]

PRIDE & CLARKE Ltd., for your new Ford, exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 5664/5. [0754/R]

FORD Zephyr, black, red lthr. heater; £795/0/10, ex. wks.—The Goldings Park Motor Co. Ltd., Basingstoke Hants. Tel. 241. [N2065]

IMMEDIATE delivery Ford Zephyr saloon—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027]

IMMEDIATE delivery Ford Consul saloon—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027]

8hp Ford Anglia brand new, and unregistered, beige and red.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

JOHN S. TRUSCOTT Ltd., authorised Ford dealers. Popular Consul and Zephyr, early delivery.—175, Westbourne Grove, W.11. Bay 4274. [N4055]

NEW 10hp Ford shooting brakes and travellers cars for quick delivery.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [N2022]

E. C. STEARNS & Co. Ltd., sales and service Zephyr, Consul, Popular from stock.—250, 262, Brompton Rd., S. Kensington, S.W.3. Ken. 0081. [15596]

ARTHUR E. GOULD Ltd., main Ford dealers, Sales: Regent St. W.1. and 6-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chancery St. W.C.1. Museum 6073. [0656/R]

CLAND & TABOR Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Ford Zephyr saloon, blue, blue leather, heater; list price. [C1001]

YOU couldn't do better than secure your new Ford for immediate delivery, Consul, Zephyr, Zodiac and Popular saloons; current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

F. R. PEACOCK Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.15. Balham 4401 (5 lines); 104, Poord Rd., Folkestone Folkestone 51222 (2 lines). [0098/R]

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Millie Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [0476/R]

GOLIATH

METCALFE & MUNDY Ltd., main distributors for Goliath direct fuel injection cars; immediate delivery.—280, Old Brompton Rd., S.W.5. Fre. 5471/2186-7. [N5064]

HEALEY

CLAND & TABOR Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3 offer immediate delivery of Healey Tickford saloon. [C1001]

HILLMAN

BARNET area—Hillman main dealers.—Hadley Green Garages 202-204, High St., Barnet 0352. [0411]

HILLMAN—L. F. Dove, Ltd. main dealers for Woking and district.—White Rose Lane, Woking, Tel. Woking 1282. [N1078]

SMITH AUTO Co. Ltd., main dealers for Rootes Group offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4600-4632. [0868/R]

MANTON MOTORS Ltd., main dealers for all products of Rootes Group offer favourable delivery of the Hillman range.—23, Shirley Rd., Croydon. Add. 6051-4. [4330]

ORDERS accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

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AUTOMOBILE & AIRCRAFT SERVICES Ltd.

100% Rootes Group Dealers.

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MARLBOROUGH Works, Kenton, Tel. Wordworth 7805 (5 lines). [N1009]

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IMMEDIATE delivery new Humber Super Snipe saloon.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [N2034]

IMMEDIATE delivery new Humber Super Snipe saloon. finished in black/red; £1,396/10/10; also Humber Hawk saloon, £966/14/2.

BREW BROS. Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1063]

CARRIS MOTORS Ltd.—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.13. Lee Green 5585. [0720/R]

SMITH AUTO Co. Ltd. Main Dealers for Rootes Group offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-4632. [0667/R]

MANTON MOTORS Ltd., main dealers for all products of Rootes Group offer early delivery of Humber Hawk and Super Snipe.—23, Shirley Rd., Croydon. Add. 6051-4. [4329]

NEW Humber Hawk, immediate delivery; part exchange; deferred terms; open day and night.—Shaw Motors, Ltd., 656-676, Garratt Lane, London, S.W.17. Wim. 3051-2-3. [N4006]

ORDERS accepted now for new Humber Super Snipes and Hawks; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

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MANCHESTER: 1-5, Peter St. (Blackfriars 7843.) [0153/R]

ROWLAND SMITH'S for Jaguar.

A.L. models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

COOMBS & SONS (GUILDFORD) Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey—St. Catherine's Garage, Guildford 62907-9. [0544/R]

R. P. POWELL MOTORS Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Marylands 4818. [0439/R]

MARK VII saloon, black with red leather; immediate delivery, £1,616/2/6; cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [14324]

TO be sure of your new Jaguar you couldn't do better than secure your order for the Mark VII saloon; current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

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GROSVENOR GARAGE (BFD) Ltd., Jowett distributors for West Yorkshire, Manningham, Bradford 23081 (6 lines). [0225/R]

RED CIRCLE Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R]

KAISER

KAISER sales service, spares; sole concessionaires for Great Britain.—Siegle Griffiths, Ltd., Cambersall Green, London, S.E.5. Rodney 2201-5. [0709/R]

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PIPPBROOK GARAGE—We are officially appointed agents for Lagonda and Aston Martin cars. London Rd., Dorking 3691. [0159]

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GUY SALMON AUTOMOBILES offer:—

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WEST Yorkshire distributors of Lea-Francis cars—Marshall's (Halifax), Ltd. King's Cross Rd., Halifax. Tel. 5044. [0470/R]

MERCEDES-BENZ

WELWYN SERVICE DEPOT Ltd.

HERTE, Bucks. Beds. Cambs. Hants and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R]

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SWANMORE GARAGE, official distributors Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries, all models—1176-1190, Christchurch Rd., Bournemouth East, Bournemouth. Tel. Southbourne 43545. 43545. (N4024)

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Ingles Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26227. Main agents in the West of Scotland, Jns. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7698. (0662/R)

JOHN S. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life: let us prove this to you, full details on request, demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. May. 4274. (N4035)

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ROWLAND SMITH'S for M.G.

All models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

PRIDE & CLARKE, Ltd., M.G. agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (0511/R)

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BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Latham 7733. (0510/R)

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AVAILABLE for immediate delivery, new Morris Oxford saloon, £709; also other makes and models early delivery; h.p. terms, part exchanges.

CALES GARAGES, Ltd., 42, Worpie Rd., Wimbledon, S.W.19. Wim. 0195. (C1054)

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris 816 and Cowley van; also Morris Oxford saloons; choice of colour.—59-65, Eden St., Kingston-on-Thames, Tel. Kin. 5151-4. (0264/R)

SMITH & HUNTER OF KENSINGTON, Contracting Morris agents—Morris Oxford immediate and Minors rotational, exchange; deferred terms.—576, Kensington High St., W.14. Western 2312. (N4019)

KINGSTON-ON-THAMES—Morris agents for sales and service; new Oxford ex-stock.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (N4053)

ROSE & YOUNG, Ltd., offer new Morris 816 for immediate delivery; part exchanges welcomed.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tel. 5464. (N5057)

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NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5559/9. (0562/R)

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DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. (0862/R)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7.) (0257/R)

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LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester. 19 Rus 2874-5. (0199/R)

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SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (0730/R)

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PARAMOUNTS now available, Camden Motors, Ltd., the sole distributors for Paramount cars in Great Britain, have a limited number of these new and exciting 10hp 4-seater roadsters available for immediate delivery; list price £625, plus purchase tax £201.10.10; illustrated brochures supplied on request; call, write or phone for full details; appointments can be made for a demonstration of this graceful, thrilling new car between the hours of 9 a.m. and 5 p.m., Mondays to Saturdays at the main showrooms of Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines), who also have available one brand new and unregistered Paramount roadster, imperceptibly shop soiled at the inclusive price of £695. (C1035)

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A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19 Rus 2874-5. (0515/R)

TOM KNOWLES, Sole Peugeot concessionaires (Gl. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. (0898/R)

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PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (0890/R)

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AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59/65, Belsize Rd., N.W.6. Tel. Mai. 5555. (0110/R)

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1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. (0765/R)

EDGAR HARRISON, Ltd., for Rileys.—33, North Row, Park Lane, W.1. Tel. Mayfair 0402. (4317)

C. A. PETO, Ltd.—Appointed agents, Riley Sales and Service.—42, North Audley St., W.1. May. 3051. (N5043)

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. (0530/R)

PRIDE & CLARKE, Ltd., for your new Riley; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (0771/R)

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer immediate delivery of the new 1½-litre Riley.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. (N1048)

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—173, Westbourne Grove, W.11 Bay. 4274. (N4035)

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NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

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PHONE: Blackfriars 4942

SERVICE station: Cheetham Hill Rd.,

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RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork. Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0849/R)

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NEW Rover 60 saloon to maker's full specifications; list price £1,162/15.

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MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. (N1057)

CROYDON Main Agents Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon, Tho. 1222. (0063/R)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd. Rover distributors and parts service.—Mayfair Northampton. Tel. 5543. (0031/R)

R. P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited.—321, Romford Rd. Forest Gate, E.7. Maryland 4818. (0451/R)

ROSENFELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. (0966/R)

PLYMOUTH, S. Devon, E. Cornwall.—A. Hamm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth. Tel. 5055. (0901/R)

IMMEDIATE delivery Rover 75 saloon, steering column gear change model, colour black—Toby Motors, Regent Rd., Gt. Yarmouth. Tel. 3273-4. (4363)

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4-44. (1660)

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ROSE & YOUNG, Ltd., offer new Rover 75 for immediate delivery; part exchanges welcomed.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tel. 5464. (N3057)

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R. P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited.—321, Romford Rd. Forest Gate, E.7. Maryland 4818. (0452/R)

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H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca, demonstration car available early delivery.—9, Albemarle St., W.1. Grosvenor 5551. (C101)

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SINGER—Birmingham and Midlands distributors, S. Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12, Works, Alcester Rd., Moseley 13. (0168/R)

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IMMEDIATE delivery new Phase II Vanguard saloon with heater and overdrive.

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STANDARD car specialists in sales and service; deferred terms.—Staines Motors, 103, Cricklewood Broadway, London N.W.2. Gladstone 2430. (0431/R)

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STANDARD Specialists past 30 years.

OFFER immediate delivery Standard Vanguard phase II, black, list price; rotational delivery of new top model—The Broadway, Mill Hill, N.W.7. Tel. 5311. 2049. [N5012]**BERKELEY SQUARE HOUSE GARAGE, Ltd.****OFFER** early delivery with service on the spot, day and night garage.
BERKELEY Square, London, W.1. Gro. 4343. [0840/R]**D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—****STANDARD** Vanguard for immediate delivery—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]**A. CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2-3 offer immediate delivery of Standard Vanguard Phase II saloon. [C1001]**STANDARD** Vanguard Phase II, metallic blue with red upholstery; £955/1/8—Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [N2661]**VANGUARD**—Immediate delivery at new reduced prices, choice of colour.—B. F. Erskine & Sons, Ltd., Woking 330. [N2051]**L. F. DOVE, Ltd.**, offer early delivery of all new Standard models.—69, Broadway, Wimbledon, S.W.19. Liberty 5456. [N1077]**IMMEDIATE** delivery—Vanguard Ph. II saloon.—Motourists (London), Ltd., 61, North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N3018]**C. A. PETO Ltd.**, offer immediate delivery of new Phase II Vanguard saloon and estate car; list price—42, North Audley St., W.1. May. 3051. [N3043]**JOHN B. TRUSCOTT, Ltd.**, official retailers, immediate delivery of Vanguard and ship models.—173, Westbourne Grove, W.11. Ray. 4274. [N4055]**STANDARD** 8, demonstrations and bookings.—Motourists (London), Ltd., 61, North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N3018]**C. A. PETO Ltd.**, accept orders for early delivery of new Standard 8; inspect this model at our show rooms.—42, North Audley St., W.1. May. 3051. [N3043]**PRIDE & CLARKE, Ltd.**—Exchange your car now for a new Standard Vanguard, many other new cars available; terms.—257, Brixton Hill, S.W.2. Tel. 3664-5. [0745/R]**NEW** Standard Vanguard, Phase II, immediate delivery; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 566-678, Garratt Lane, London, S.W.17. Wim. 3051-2-5. [N4008]**YOU** couldn't do better than secure your new Standard Vanguard saloon at £787/7/6 or £818 saloon at £481/7/6, current market value for your present car, subject to inspection.**FERRAKIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]**STANDARD** and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons; choice of colour, demo, available.—Lambert Engineering Co., Ltd., 39-43, Eden St., Kingston, Tel. Kin. 3151-4. [0402/R]**CARRIS AUTO SALES, Ltd.**, Standard House, South End, Croydon, Cro. 6068. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farnham.**STANDARD** Vanguard saloons, latest models, Phase II, immediate delivery at the new reduced price £707, ex works; also Renown saloons, incl. radio, heater, leather, overriders, £1,136, ex works.—Now on view at McKinnon Motors, Ltd., Leamings House, 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [N3020]**STUDEBAKER****STUDEBAKER DISTRIBUTORS**, Ltd., 385, Euston Rd., N.W.1. Euston 4444—Spares for all models. Hawley Cres., Camden Town. Out. 4141. [0091/R]**SUNBEAM-TALBOT**
HENDON CENTRAL GARAGE, Ltd., offer:—**IMMEDIATE** delivery new Sunbeam-Talbot Alpine finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C2054]**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

100% Route's Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery, list price; equitable h.p. facilities and part exchanges.**MARLBOROUGH Works**, Kenton Tel. Wordsworth 7805 (5 lines). [N1006]**MANTON MOTORS, Ltd.**, main dealers for all products of Routes Group, offer early delivery of Sunbeam-Talbot saloon, coupe and Alpine models.—25, Shirley Rd., Croydon. Add. 6051/4. [4551]**ORDERS** accepted now for new Sunbeam-Talbots; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead Tel. Maidenhead 5431-2. [N3011]**SUNBEAM-TALBOT**—Smith Auto Co., Ltd., main dealers for Routes Group offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145 London Rd., Croydon. Croydon 4600-4632. [0969/R]**GEORGE HARTWELL, Ltd.**, the Sunbeam-Talbot specialists, can offer immediate delivery of saloons convertible and Alpine (choice of ivory, red or black)—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [14019]**TRIUMPH****ROWLAND SMITH'S** for Triumph.**ALL** models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]**BERKELEY SQUARE HOUSE GARAGE, Ltd.****OFFER** early delivery with service on the spot, day and night garage.
BERKELEY Sq., London W.1. Gro. 4343. [0956/R]**PRIDE & CLARKE, Ltd.**—Immediate delivery Triumph Renown; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [0741/R]**A. CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2-5 offer immediate delivery of Triumph Renown saloon. [C1001]**KJ MOTORS, Ltd.**, offer Renown and Vanguard models for immediate delivery.—Bromley. Rav. 5456-7-9-9. [0285]**C. A. PETO, Ltd.**, offer immediate delivery of new Triumph Renown; list price £1,136/11/8—42, North Audley St., W.1. May. 3051. [N3043]**IMMEDIATE** delivery Triumph Renown saloon.—Motourists (London), Ltd., 61, North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N3018]**LANKESTER ENGINEERING Co., Ltd.**, Standard and Triumph distributors, immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston, Tel. Kin. 3151-4. [0995/R]**YOU** couldn't do better than secure your new Triumph Renown saloon, a car distinctive for all occasions, for immediate delivery; current market value for your present car, subject to inspection.**FERRAKIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]**VAUXHALL****VAUXHALL** cars.—Shaw & Kilburn, Ltd. Show-rooms:—4-6, Berkeley Sq., W.1. Grosvenor 4328.**PARTS** and service: Western Ave., W.3. Acorn 4641. [0019/R]**KJ MOTORS, Ltd.**, main dealers for Bromley, Orpington and district.—Bromley, Kent. Rav. 5456. [0221/R]**VAUXHALL****VAUXHALL**—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078]**VOLKSWAGEN****WILLIAM ARNOLD, Ltd.****VOLKSWAGEN** distributors for S. Lancs, Cheshire and N. Wales.
SALES, spares, service.**DEMONSTRATION** car available**UPPER Brook St.**, Manchester, 13. Tel. Ardwick 4561-7. [0519/R]**COLORNE GARAGE, Ltd., Ripley, Surrey.****BUY** your new Volkswagen from the original specialists and main dealers, full service facilities.—Tel. Ripley 2361. [0017/R]**J. GILDER and Co., Ltd.**, Distributors, South Yorkshire and North Derbyshire, 16, Cambridge St., Sheffield, 1. Tel. 26359-9. [1616]**DAVIES MOTORS, Ltd.**—Distributors for parts of D. Middlesex and Surrey; immediate delivery; full service and spares facilities.**273**, London Rd., Staines, Tel. 4211 (5 lines). [N1080]**DE** Luxe V.W. in ocean green, £689/12/6; immediate delivery, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [4325]**WOLSELEY****EW**
EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models, part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair) 5951. [N4046]**WIMBURN** for Wolseleys.**OFFER** early delivery of 6/80; orders accepted for the cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]**R. C. WIMPUSH, Ltd.**, 512, Earls Court Rd., S.W.5. Fremantle 8601. [N4056]**ROWLAND SMITH'S** for Wolseley.**IMMEDIATE** delivery new 6/80 saloon.**ALL** models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]**NEW** 6/80 Wolseley saloon, metallic-chrome array; including Purchase Tax £520/5/10.—Stafford Rd., W.1. [N1085]**BREW BROS, Ltd.**, 133, Old Brompton Rd., S.W.7. Fremantle 5535. [N1085]**MEBES & MEBES, Ltd.** (Est. 1895)**WOLSELEY** Specialists past 30 years.**OFFER** immediate delivery six-eighty model, black, list price; early delivery new model four-forty-four; extended payments and exchanges.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N 3012]**D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—****WOLSELEY** 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]**JACK ROSE, Ltd.**, for Wolseley cars, offer immediate delivery of Wolseley 6/80 saloon, immediate delivery, Wallington, Surrey, Wallington 6677-8. [C3056]**IMMEDIATE** delivery Wolseley 4/44 saloon.—British & Colonial Motors, Ltd., 13-14, Upper St., Martins Lane, W.C.2. Temple Bar 3588. [N1027]**PRIDE & CLARKE, Ltd.**—Exchange your car now for new Wolseley 6/80 saloon, immediate delivery; favourable delivery for 4/44 Model; terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [0637/R]**MISCELLANEOUS CARS****ALL** particulars of the new Hunter, Hillman and Sunbeam-Talbot cars are available from the distributors, Routes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 5401. [0012/R]**MARSTON MOTOR Co., Ltd.**, for new Jaguar, Star, Austin, Austin, Armstrongs Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd. Sta. 8000. [0715/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE**A. SYNCHRO**
VAUXHALL self-drive 1950-1953 Wyvern, Velox, heater, costs £7 (£19.60 U.S.) per week, winter term (£11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garages, Ltd., 1, Peterham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R]**MANCHESTER**—Drive yourself 1953-54 saloons; overseas visitors specially catered for.**SUREFLEET**, delivery anywhere in England.**SUREFLEET**, lowest rates in the trade.**SUREFLEET**, 47 Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R]**SLOUGH CAR HIRE**—A40 saloons, drive yourself.—Rea, 36, Mackenzie St., Tel. Slough 20501. [0152/R]**IVOR HILL, Ltd.**—1953 A40 Somerets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5686. [0360/R]**IRELAND** Self Drive.—Ryans, 83, Upper O'Connell St., Dublin. 7 Crofton Ave., Dun Laoghaire. [0677/R]**AUSTIN** and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Cordington Mews, W.1. Far. 8664-5. [0466/R]**CARS FOR HIRE****WM**
WELBECK MOTORS, Ltd., offer the country's lowest rates for brand new (1953) 8hp self-drive hire cars; no mileage charge, no mileage limit; you just pay a flat rental and that is all—however far you go; one day, £1/15; 24 hours, £2/10; one week, £12/10; 2 weeks, £20; no other charges whatsoever.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). Office hours: 8 a.m. to 6 p.m. [0651/R]**LONDON'S** lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Square, S.W.1. [0042/R]**SELF-DRIVE** hire, inclusive terms, 1952 saloons.—W. Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [0458/R]**HAROLD R. HILLS GARAGE**—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]**WIMBLEDON CAR HIRE**, self-drive specialists.—1951-53 Austin A50s, A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3634. [0611/R]**A** Ford self-drive or chauffeur-driven hire service with Zephyr, Consul or Prefect saloons, from £1 per day, also cheap unlimited mileage rates.**GEE CARS, Ltd.**, 60-62, Queenstown Rd., S.W.8. Mac. 3363. [0091/R]**CARS FOR HIRE****MOORE PARK GARAGE**—Self-drive and chauffeur-driven cars, current models—110, Wood Vale, Forest Hill, S.E.23. (For 2432) [0679/R]**SELF-DRIVE** post-war Morris, Austin A40, Morris Minors.—Rons Ltd., 3, Choumont Rd., Peckham, S.E.15. New Cross 2103. [9064]**1953** self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Ray. 8229 (Garage). [2256]**24** Hours from 20/-; also new Zephyrs, Consuls, 24 Oxfords, Somerset, etc., request tariff.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 4646. [0501/R]**AUSTIN** A40s, £1/5 per day, 50 free miles; £3/8 weekly, 400 free miles; also A70s and A90s.—Trumanns Garages, Queensway, W.2. Bay. 6415. [0686/R]**EDWARDS & DAVIES (CAR HIRE), Ltd.**—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered—Bri. 5532, 290, Milkwood Rd., Hervey Hill, S.E.24. [0683/R]**SELF-DRIVE**—Coming on leave, visiting Britain. Keenest rates, reduced charges, extended periods: 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087/9. [0051/R]**CAR HIRE (MAYFAIR)**, Ltd., for Rolls-Royce and Austin dependability; chauffeur-driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourdon St. Berkeley Sq., W.1. Mayfair 8689. [0084/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

COLLOMBES CARS 30/- per day, 60 free miles, then from 3d per mile. Austin 16's, A40's, A70's, Vanguard, chauffeur-driven cars available.—292-300, Langsk Rd., W.9, Mal, 5134 and 5651. (M1055)

SUSSEX MOTORS—Self-drive or chauffeur-driven: 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards, overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Tel. 5-06 and Amb. 5025 (0569/R)

POST-RAC self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports stations, etc.—O.P. (Batham), Ltd., 2c, Batham Hill, S.W.12, 100 Yd. Clapham (South Tube), Bath, 1107-8-9. (M2024/R)

DRIVE yourself hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H.F. Edwards, 154, St. Titchfield St., London, W.1. Museum 6364 and Langham 0012.

OVERSEAS visitors: a fleet of 1952-3 Austin Drive-hyres saloons for hire to drive yourself, send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingston, Newport, Mon. Available at 12 Drive-hyres stations throughout Britain. Also available for home market. (0211/R)

5 days for £3 or £1 per day, 50 free miles per day or unlimited mileage; business or pleasure tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4, S.A. 5495; 20, Grosvenor Place, Victoria, S.W.1. S.A. 9844, 35c, Kings Rd., Chelsea, S.W.3. S.A. 0444. (0507/R)

WILSON'S CAR HIRE SERVICE—New cars in perfect condition, self-drive from £1 per day, 50 miles, or £5 a week, 210 miles, including petrol, oil, insurance; excess 4d per mile; overseas visitors can hire or buy with guaranteed repurchase price.—50, Acle Lane, S.W.2, Brixton 4011; 1, Dorking Rd., Epsom 3901. (10002/R)

LUXURY travel at low cost in Britain and Europe. 350 new Jaguars, Austins, Fords, from 17/6 a day with 35 miles free, excess 3d a mile, also unlimited mileage tariff. H.M.V. radios, heaters, roof racks, sun roofs, air conditioners; recommended A.A. and R.A.C.—J. Davy, 215, Brompton Rd., S.W.3 (Ken. 1108); or 8-9, Logan Place, Kensington, W.8 (Fre. 6000). (0401/R)

DRIVE a "good deal" better with Carr Bros. self-drive or chauffeur hire, best cars, best terms, with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renown 6389; Uplands 4811; Hounslow 4696; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley (Cables: "Carbros, Croydon Eng.") (M1041)

HIRE a car as private as your own from Victor Britain, the Car Hire Specialist. Pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d per mile, all petrol and oil free—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London W.1 (Tel. Grosvenor 4881); or 11, Ot. Cumberland Place Marble Arch, W.1 (Tel. Ambassador 2814). (0772/R)

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BRADFORD, Yorks.—Eric S. Myers, Ltd. No worry Depots, Drill Parade, Belle Vue, Bradford 25605. (0770/R)

CHAMCHESTER, 3, City Centre—Williams Motor Co., Ltd., 1-15, Traford St. Always open for garage, petrol and complete breakdown and accident service. (0769/R)

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ELPHANT MOTORS, Ltd., Axleshafts, London's largest stockists for all makes. Can we help you? **CROWN** wheels and pinions, large stock for most makes, new and second-hand.—97-103, Newington Causeway, London, S.E.1, Hop 5262. (0925/R)

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STORAGE batteries—Finest possible specifications, dry, uncharged 12V 75ah, heavy duty, 10 plates, separate cells, in hardwood cases; £6/17/6, delivery 9/6. 12V 25ah, almost similar specification, surprisingly powerful; £3/12/6, delivery 7/6.

6V 150ah extra heavy duty, 25 plates, separate cells in hardwood crates; £6/17/6, delivery 8/6. 6V 90ah, 15 plates, hard rubber cells, also suitable for cars, tractors, lorries, etc.; £3/7/6, delivery 7/6.—Below

CHARGERS—10amp 12/24 or 24-volt heavy duty selenium metal rectifiers, cost 220/250, full adjustment on both sides, £12/7/6, delivery 10/-.

TEDDINGTON ENGINEERING CO., Ltd., Dept. "M", High St., Teddington. (0368/R)

50/-—Brand new 6-volt batteries; 12-volt, 95/-; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22. Bowen Park 3500. (0639/R)

47/6—Battery prices down again! 6-volt 9-plate 47/6, 6-v 11-5, 56/6, 12-v 9-p 32/6, Withams, 18, Balham Hill, S.W.12 Battersea 2260/5769. (0828/R)

BATTERY plates, machine pasted, highest quality, aquat and standard. Send your enquiries to Oakley (Wolverhampton) Ltd., Horseley Fields Battery Works, Wolverhampton. (1450/R)

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RAYMOND WAY, of Kilburn.

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EXCHANGE November, 1949, Sunbeam-Talbot 90 E saloon for Sunbeam-Talbot 80 convertible.—Box 2505. (14647/R)

ROWLAND SMITH will quote for your car in part exchange, highest allowance for motor cycles and 3-wheelers, petrols and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential, immediate delivery in approved cases, references and guarantors not essential, cash refunded on exchanges, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (M4011/R)

RON McKENZIE invites you to his Motor Cycle & Car Exchange Centre at 961 Chester Rd., Bedford, 2 miles Sth, Manchester, open to 8 p.m. and week-ends, terms if required. (0025/R)

EXCHANGE your car for a new or used motor cycle or combination, we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9, Brixton 6251. (0036/R)

BESTLEY 40-litre (Big Bear) 1952 Standard saloon in grey, series B.N.Y., one owner, 12,000 miles, as new, would consider Bristol of small mileage, with cash adjustment.—Particulars from H. C. Hutchison, Ardmillan Motor Works, Edinburgh, 11, Tel. 61157. (4370/R) Parts and Accessories Wtd.

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SYDNEY (Australia) manufacturer and importer interested importing or manu. under licence products suitable for sale through automotive and electrical trade; principal visiting U.K. sales 1954 invites preliminary correspondence.—Reply Airmail to "1897," c/o Box 1637, D.P.O. Sydney. (14546/R)

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RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.

NORMAND Ltd., 405-9, King St., W.6. Miv 5665. (0222/R)

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile, sales and service.—Fremantle 6000. (14528/R)

MOTOROLA, world's finest motor radio, sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2 Gladstone 4255. (0419/R)

A.L. types of car radio supplies installed and serviced by competent radi. mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1, Ambassador 1937. (0162/R)

UNIVERSITY ELECTRICS, Ltd., 7, Herford St., W.1, Gro. 4141. Specialists in car radio, H.M.V. Radiomobile, Ekco, etc., expert installation and service for trade and retail. (0668/R)

SPIKINS (TWICKENHAM), Ltd., 85-101, Heath Rd., Twickenham, Tel. Popsgrove 1055-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail all makes available. (0116/R)

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RONALD KENT (COACHBUILDERS), Ltd., 221, Wharf Rd., Shepherds Bush, W.12. She. 2231. (0275/R)

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COACHBUILDERS AND BODIES

JACK BARCLAY Coachbuilding Works can undertake all classes of repair work at their Merion Factory, Lombard Rd., S.W.19. Liberty 7222/7. (M1082/R)

TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3558. Repairs executed of every description. (M4029/R)

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, reupholstering, trimming and conversions, special facilities for overseas visitors.—Mortlake Rd., New Ric 5625/6. (0348/R)

LAWTON-GOODMAN, Ltd.—Specialist coachwork, L shooting brakes, repairs and renovations of every description.—155, Crickwood Broadway, N.W.2, Gladstone 2226. (M4022/R)

NEW glassbody sports 2-3-seater body shells available for Ford 8-10hp specials, £72, very modern windcheating lines, weight approx 56lb, other bodies made to order.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 6139. (0378/R)

BUCKET seats, large selection including:—Light steel frames, 25 x 50 upholstered vinyl or spruce cushions £4; tubular frames from £4 15; light alloy frames, 14in 65 x 16in 65, trimmed Connolly hide, Dunlopillo £4 15; back lights (rear windows) from 26/6; cycle type vinyls, steel and light alloy, window channelling, aluminium sheeting, mouldings and sections, body fittings, stamp list.—Derrington, 159-161, London Rd. Kingston 5621-2. (M1071/R)

CLEARANCE bargains: 40in deep pile car carpet, rubber backed, various colours, 32/6 yd, remnants 54in heavy velour head linings, lawn or grey, 7/6 yd, coloured hoodings, mohair nylon, etc. 54in, 22/6 yd; 72in 27/6 yd; polished rear lights, 20/6 each; Vynide leather cloth 50in 15/- yd, over 200 loadings, mouldings, trimmings, Perspex fittings, etc., everything for your own repairs; for new 30-page price list with practical hints and tips send P.O. 2/- and a stamp.—Wines, 195, High St., West Wickham, Kent. (M4061/R)

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YELLOW headlamp bulbs for Continental driving available for most makes.—Beverly Motors, 41, Ave. New Malden, Malden 4403. (11328/R)

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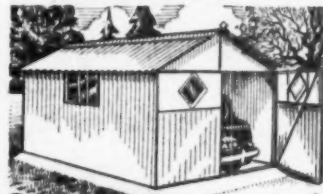
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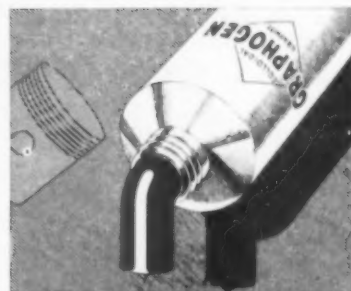
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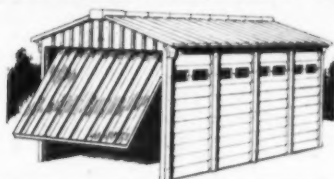
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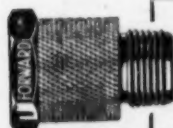
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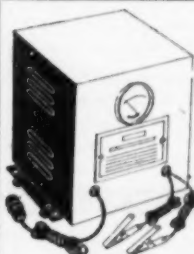
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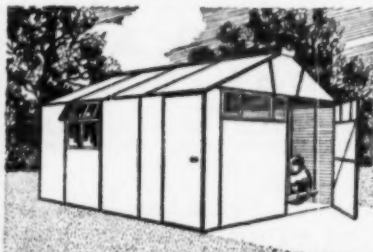


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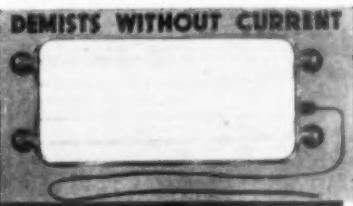
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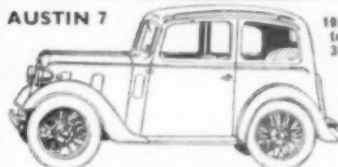
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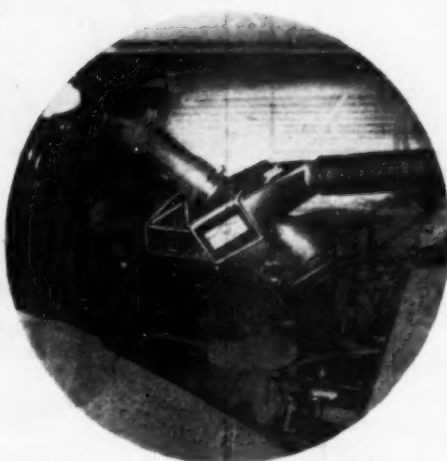
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Printed in Great Britain for the Publishers, Liff & Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, by COWELL PRESS LTD., Paris Garden, London, S.E.1. The Advertiser can be obtained abroad from the following: AUSTRALIA AND NEW ZEALAND: Gordon & Loach, Ltd. INDIA: A. H. Wheeler & Co. CANADA: The Wm. Dawson Subscription Service, Ltd.; Gordon & Loach, Ltd. SOUTH AFRICA: Central News Agency, Ltd.; Wm. Dawson & Sons (S.A.) Ltd. UNITED STATES: The International News Co. Entered as Second Class Matter at the New York, U.S.A. Post Office.



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